

Network Service Plan 2011

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1 The countywide context for the Network Service Plan: the Cambridgeshire Sustainable Community Strategy

In early 2011, Cambridgeshire County Council (CCC) approved a new set of priorities to enable services to focus activity during difficult financial times.

The new priorities are:

- **Supporting and protecting people when they need it most**
- **Helping people to live independent and healthy lives in their communities**
- **Developing our economy for the benefit of all**

1.1 Priority One: Supporting and protecting people when they need it most

CCC will provide a safety net for vulnerable people until they can take back control of their own lives. We will provide transport for pupils between home and school, will be limited to those who are entitled.

1.2 Priority Two: Helping people to live independent and healthy lives in their communities

CCC wants people to be in control of their own lives, as individuals and as part of their communities. We will promote choice through our services to help people choose the right options for them. We will tackle health inequalities across all age groups, focusing on more vulnerable groups and the most deprived areas through healthy walking options and access to the countryside.

1.3 Priority Three: Developing our local economy for the benefit of all

CCC will ensure that there are affordable homes available, with the right infrastructure, for those who want to live and work here.

Across Cambridgeshire, we will ensure that people can travel safely and are able to access economic opportunities. We will focus on tackling congestion in specific trouble spots, and we will continue to make sure there are local transport options, especially in rural communities, looking at community transport schemes as well as traditional subsidised bus services.

We will continue to provide the services that people use every day, in the best way possible to improve the quality of life of the people who live here now and in the future. For example, we will continue to maintain the road network so it's safe, provide street lighting, and deal with waste. With the financial constraints, we will be focusing on those areas of greatest need and where they can have greatest effect. For example, we will prioritise main and secondary roads for maintenance, whilst road safety will focus on accident clusters rather than general campaigns.

A more detailed explanation of these priorities can be found in the Integrated Plan at: <http://www.cambridgeshire.gov.uk/council/finance/spending/ip2011/>

2 In addition the delivery of the Network Service Plan will be in line with our commitment to local people and out partners as follows:

We will always try to act according to our values:

2.1 Council's role in service delivery

All County Council services will be developed by listening to our communities, identifying the best option for delivery within funds available, and making sure services are delivered effectively, within budget and on time as much as possible. Due to reducing funds, some services will need to be scaled back and some withdrawn.

There will be an increased element of working with partners and communities to ensure services meet local needs. Existing commissioning arrangements, for example the Highways Services Contract, will continue to be scrutinised to ensure it delivers value for money.

The County Council will continue to work with partners within and external to Cambridgeshire to develop opportunities for sharing services where such an approach can provide better value for money.

2.2 Economic value of services

The County Council has a specific role in economic development activity through the efficient movement of people and freight around the county which is vital to ensuring optimum economic value is achieved. This includes both ensuring the efficient management and maintenance of the highways network and coordinating local transport.

2.3 Social value of services

The services provided by Highways and Access and Growth and Infrastructure have a direct impact on communities in Cambridgeshire. Planning new developments is essential to provide social infrastructure to support economic growth and to help ensure new communities are cohesive and have a sense of place.

Local transport and infrastructure are important to ensure accessibility, especially for those people in rural communities, although these services are increasingly likely to be provided through community initiatives in the future, rather than traditional subsidised bus services. Highways and Access manage the national concessionary bus fares scheme in Cambridgeshire

The delivery of the Network Service Plan contributes to the performance indicators that can be found on page 39 of this document.

3 Delivery of Cambridgeshire's Local Transport Plan

- 3.1 The Capital Programme is funded principally from Central Government with some additional funding from capital receipts and contributions from other local authorities, agencies and developers. See table in section 25.
- 3.2 The programme includes road and bridge maintenance and a range of integrated transport schemes include safety schemes, the delivery of the Market Town and Cambridge Access Strategy schemes.
- 3.3 The winter was the coldest for about 100 years with an extreme period of lying snow and persistent sub-zero temperatures day and night. With an already deteriorating road network, these conditions may result in further deterioration at an accelerated rate.
- 3.4 The Street Lighting PFI (Private Finance Initiative) project is progressing well. It is likely that the financial close of this contract will take place in early April contract early in the new financial year with an anticipated start date of early summer.
- 3.5 The Council produced and adopted the first Rights of Way Improvement Plan (ROWIP) in the country as part of the Local Transport Plan (LTP), winning a high score from the DEFRA for so doing.
- 3.6 Climate Change and Sustainability present significant challenges. The Council has a Climate Change and Environment Strategy, with an accompanying Action Plan. A revised version of the Action Plan is due in 2011. The Action Plan brings together all the major planned activity that helps meet the County Council's environment and climate change objectives establishing a cross-authority approach to tackling environmental sustainability. As part of this, an assessment of climate risk across the organisation has been conducted, and during 2011 will result in a revised plan. This will ensure the Authority, including all transport and network services, is prepared to adapt to the changing climate. Also as part of the County Council's overall carbon management, the County Council are required to provide carbon dioxide emissions data from operational transport use and energy (e.g. for street lighting) for the purpose of monitoring CCC carbon footprint. The County Council, under the Carbon Reduction Commitment Energy Efficiency Scheme, purchase carbon credits for the use of street lighting in the County in an aim to improve energy efficiency and cut CO₂ emissions.
- 3.7 Cambridgeshire Highways has a Sustainability Plan, Environmental Management Plan and Site Waste Management Plans in place to support its objectives;
- to reduce waste to a minimum
 - reuse and recycle as much as practicable
 - to minimise consumption of natural resources.

Their annual Carbon Footprint Report measures energy and fuel consumption for facilities and transport.

4 Cambridgeshire Guided Busway

- 4.1 The Guided Busway is substantially completed and is expected to open shortly. The Busway includes new Park and Ride sites at St Ives and Longstanton. Buses will run every ten minutes throughout the day from St Ives to Cambridge, with buses running every 20 minutes from Huntingdon and additional services from Somersham.

4.2 Huntingdon to St Ives On-Street Bus Priority Measures

These measures were developed jointly by the County and Huntingdonshire District Council, to improve both local public transport and to extend the benefits of the Guided Busway from St Ives to Huntingdon and are integrated with the Market Town strategy. The Walden Road and Old Houghton Road sections along with their associated cycleways have been delivered. The remaining sections have been deferred until funding becomes available. The associated cycleways will be completed either as part of the Market Town strategies or as other funding becomes available.

5 Housing Growth Fund / Community Infrastructure Fund

Transport projects benefiting from this funding in 2010/11 and 2011/12 are:

- Countryside access around Northstowe
- Cycle routes around Northstowe, Histon to Cottenham
- Busway cycle route, Histon to Longstanton
- Babraham park and ride to Wandlebury cycle route

Further £1.5m funding has been allocated to improve the Bus Interchange at Cambridge Station due to be constructed in the spring of 2011.

The County Council was successful in being allocated £3m from the Community Infrastructure Fund (CIF2) for the Cambridge Gateway Project. The Cambridge Gateway Project was completed in March 2011 and has delivered a new bus, pedestrian and cycle access to Cambridge Railway Station from an improved junction of Brooklands Avenue and Hills Road.

6 Transport Asset Management

- 6.1 LTP2 Guidelines require all Highway Authorities to develop Transport Asset Management Plans (TAMP). These are informed by LTPs and other services and corporate plans. The TAMP will enable the authority to:
- support the corporate provision of detailed information on all transport assets held by the Authority;
 - establish and communicate a clear relationship between the programme set out by the TAMP and the Authority's LTP targets and objectives (including the ROWIP) and ensure existing assets are in a condition compatible with the delivery of the LTP;
 - obtain and organise financial information to support the requirements for the CIPFA Transport Infrastructure Assets Code;

- enable the value for money for all transport asset maintenance to be considered more effectively against other local transport spending, and eventually assist Local Transport Strategy and Plan production.

6.2 Cambridgeshire's TAMP is developing well and work continues to progress and improve it.

6.3 Work is progressing in developing LTP3 (2011 to 2016) in accordance with the DfT guidelines.

7 Highway Maintenance

Maintenance teams have adopted a more rigorous use of Asset Management road condition data when prioritising maintenance scheme bids into a works programme. Further data is being captured which will facilitate the development of a provisional rolling three year maintenance programme, ensuring that maintenance budgets are allocated to achieve maximum return on the investment. It will also create greater opportunities for coordinating and programming maintenance work with other programme areas, such as traffic management and casualty reduction schemes to reduce scheme costs.

8 Traffic Management Act 2004

8.1 The Traffic Management Act 2004 covers the following two key areas:

- An emphasis on how the Highways Agency (HA) operates moving it from building and maintaining roads to including the management of traffic in a more direct way.
- To provide Highway Authorities with more powers to manage the highway network and minimise disruption, particularly in the field of Street Works coordination.

8.2 The Traffic Manager has developed and commenced implementation of an Intelligent Transport Systems strategy to manage congestion and to provide information to enable the public to make informed travel choices. The first stage of the Integrated Highway Management Centre and initial associated on-street infrastructure was implemented from mid 2010 onwards. The second stage involving going live with dissemination of real time traffic and travel information, is subject to continuing funding, and is expected to commence in the early summer of 2011.

9 Bridge Management

9.1 Bridge maintenance continues to be important, not only to safeguard structural integrity but also to avoid deterioration, which would inevitably lead to much more costly work in the future or possible restrictions on use. This is particularly true of many of the older bridges, some of which are listed structures or designated as scheduled ancient monuments.

9.2 The capital allocation of £2.45m will allow work to continue on the strengthening and refurbishment of Freedom Bridge retaining and flood wall, Nene Quay, Wisbech. Work will also continue on the refurbishment of sub standard brick arches on St

Ives flood arches. Works will take place to strengthen the abutments and improve the parapets on Hiams Bridge, A142 between Chatteris and Mepal. The joints on St Ives Viaduct (A1096) will be replaced in conjunction with a carriageway resurfacing scheme. A further scheme funded by the University of Cambridge will see the commencement of strengthen work to the weak 3 tonne weight limited structure between Haslingfield and Barton.

9.3 Bridge maintenance policy issues that need to be addressed in relation to this budget include the following:

- The safety issues at the interface between road and rail bridges in light of the Selby and Oxshott rail incidents. All interface bridges have been jointly risk assessed by CCC and Network Rail and a programme of measures agreed with possible joint funding;
- The new National Bridge Inspection Guide and Bridge Condition Index;
- The new Code of Practice for the Management of Highway Structures.

10 Cycleways

10.1 Cycleways are funded from a variety of sources. These include the capital programme budget, District Councils, Section 106 contributions from developers and a variety of external funding streams such as the HGF, Cycling England and Sustrans and European funding.

10.2 In addition, cycling projects are included within the Market Town Strategies, with the emphasis on improving modal share by providing coherent networks.

10.3 The County Council, in partnership with Cambridge City Council and South Cambridgeshire District Council (SCDC), was successful in becoming a Cycling Demonstration Town. This has provided £3.6m of additional funding, which was match funded up until April 2011. The bid was not only for the City but importantly included the necklace villages within a five mile radius of Cambridge.

10.4 The Cycle Cambridge team has implemented the following schemes:

- Abington to Babraham to Sawston
- Hills Road Bridge
- Harston to Trumpington
- Milton to Impington
- Cottenham to Histon (B1049 improvements)
- Fen Ditton to Horningsea
- Babraham Park & Ride to Wandlebury
- Cherry Hinton Road
- Madingley Road
- Gilbert Road
- The Tins

10.5 A series of targeted marketing campaigns and promotional events are planned until April 2011 focusing on key groups - young women, families, schools and work

places. As new/improved cycle routes are built, local community groups will be involved in events to help raise awareness of the facilities. Various information on cycling including local cycle routes, bike security and adult cycle training is available both online (CCC website and local media websites) and in printed formats as leaflets and guides.

11 Protected Road Verges

There are a number of protected road verges (67) throughout the county that provide valuable habitat. This importance has led to a number of these sites being designated as nationally important Sites of Special Scientific Interest (SSSI) (2), and locally important County Wildlife Sites (35) – likely to increase to 36 by April 2011. The Council has a statutory duty to protect and enhance biodiversity under the Natural Environment and Rural Communities (NERC) Act 2006.

12 Public Rights of Way

- 12.1 Over the past 24 years, Parish Councils have worked in partnership with the County Council to manage local paths, funded first by the Countryside Commission and latterly by District Councils. The anticipated reductions in Parish Path Partnership (P3) grants made by the District Councils presents a significant challenge to the County Council both in continuing to support grass roots volunteering (Localism) as well as the ongoing delivery of statutory duties. Of the 90 Parishes currently participating in the scheme, the majority of these have expressed a desire to continue to work in partnership, the challenge will be in properly supporting these volunteers with help and advice as much as grants to do the work.
- 12.2 Budget reductions mean that we will have to review support arrangements for the Local Access Forum, statutory advisors to the County Council on rights of way and access issues. The Forum is currently supported by an external secretariat which has proved both effective and efficient, leaving County Council staff to focus in service delivery.
- 12.3 Cambridgeshire's early adoption of the country's first ROWIP, presented an exciting but challenging opportunity to develop the rights of way network as part of an integrated approach to Network Management and Sustainable Travel Development. The last 12 months have seen an expansion of work with the Travel for Work Partnership and Safer Routes to School Initiatives as part of the ROWIP and in line with the former Local Area Agreement (LAA) target indicators on obesity and climate change. The next 12 months will require a refocusing of effort in line with reduced resources and the proposed new public health duties for the County Council.
- 12.4 Schemes to improve path users' safety will be continued as will improvements to rights of way that provide access to local services. Priority will be given to surveying and replacing failed structures, especially bridges where the number of failures is rising as part of the natural life cycle. A prioritised programme of path improvements to widen travel choice will be delivered through joint working with other parties such as the National Trust.

- 12.5 Funding has been allocated to implement any changes required from the ten year review of byways where traffic is regulated by a traffic regulation order. The draft review has highlighted opportunities to achieve more efficient and effective management across the County on this significant network. Cambridgeshire has over 500 byways, one of the highest numbers for any county in the country. These routes are of historical and natural history significance and are coming under increasing pressure from a range of users.
- 12.6 Management of annual vegetation growth on the path network remains a challenge. Increasingly wet and warmer summers combined with milder winters see little slowing in the rate of vegetation growth. Paths that require cutting have previously been cut twice a year in April/May and June/July. A reduction in cutting is being assessed with a view to finding budget savings. As well as the County Council's tendered contract, we have contracts with 50 farmers and Parish Councils to undertake path maintenance. Anticipated reductions in funding by the District Councils for the Parish Paths Partnership (P3) Scheme will result in more requests for paths to be cut by the County Council as part of our statutory duties.
- 12.7 External funding has been secured for a two year project (The Green Fen Way) to improve promoted routes in Fenland and East Cambridgeshire. This project is part of a European funded economic development programme. Some very limited external funding has also been secured from Natural England to supplement our own grass cutting efforts on the Roman Road SSSI. Other external funding bids will continue to be pursued.
- 12.8 Focused campaigns to address problems that arise as a result of cropping and ploughing will continue in association with farming organizations. The Highways and Access Enforcement Officer has given significant time to these issues and has also helped addressed a significant number of long standing path obstructions to re-open sections of the network.
- 12.9 The significant level of anticipated development and growth in the County will require staff input to ensure public rights of way are properly protected and where possible enhanced as a result of development. How this work will be resourced is yet to be determined but has to be offset against the cost of rectifying problems after they have arisen.
- 12.10 Work will continue to improve the quality of the Definitive Map and Statement. Phase 1 of the Consolidation Project has been completed. Phase 2, the making of legal orders, has commenced.
- 12.11 Ongoing work on electronic delivery of information will remain a priority. Ensuring efficient and effective service delivery is dependant on maximising the use of emerging technologies but budget reductions will mean the amount of activity in this area will be reduced. The most significant impact will be on support for ongoing Web page development which underpins customer self-service and the Contact Centre.
- 12.12 All queries for the service have been re-directed through the Contact Centre for the past year.

13 Smarter Choices

- 13.1 One third of Cambridgeshire's CO₂ emissions are from transport. Modal shift away from single occupancy car use has an important role to play in reducing emissions and therefore implementation and promotion of 'Smarter Choices' is fundamental.
- 13.2 Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.
- 13.3 We will continue to work with colleagues across the organisation to actively reduce single occupancy car use through a programme of smarter choices projects to encourage walking, cycling and public transport use. Projects and promotions include CamShare (the online car sharing facility open to all Cambridgeshire residents), WalkIt (an online walking journey planner), securing residential travel plans through the planning process, and subsidising adult cycle training.
- 13.4 The Service works closely with the independent Travel for Work Partnership who work with employers across Cambridgeshire to implement travel plans and take up of sustainable modes for commuter and business travel.

14 Street Lighting

Street Lighting Maintenance policy will be revised so that it complies with the output specification for the PFI project.

- The Street Lighting PFI project has now progressed through to the final business case and is pending award in April 2011.
- The County Councils street lighting unmetered supply energy price is currently agreed until Sept 2011.
- The PFI project will achieve a significant saving in both energy and carbon emissions by using new technology and the de illumination of signs and bollards where the Traffic Signs Regulations allow. Savings will also be made by the changing of all other illuminated bollards to solar powered bollards, together with changing all illuminated traffic signs to LED illumination.

15 Traffic Management

- 15.1 Minor Highway Improvement schemes, some of which are jointly funded between the County and District Councils, and which also receive a contribution from the local Parish Council, will continue to be delivered through the year.
- 15.2 Almost all communities in the County now have either a 30 or 40 mph speed limit.

16 Market Towns

The implementation of the Ely, Huntingdon and Godmanchester, March, St Neots, St Ives and Wisbech Transport Strategies will continue. Schemes to be delivered in 2010/2011 will be focused on one or more of the following areas:

- Highway Safety
- Walking & cycling
- Public Transport
- HCV movements

The Highways and Access Directorate will also assist in the review of the transport strategies for the Market Towns.

17 Safer Routes to School

- 17.1 The Safer Routes team has been actively working with schools to progress initiatives and infrastructure measures to reduce the number of pupils travelling to school by car. However, activity in this area will reduce during the year in response to capital budget reductions
- 17.2 100% of primary schools in the county now have accredited travel plans. Following the withdrawal of Government grants, work in this area will now be reduced.

18 Pedestrian Crossings

Subject to policy requirements pedestrian crossings may be funded from capital budgets at sites where there are three or more injury accidents involving crossing pedestrians or cyclists during the previous three years, if considered a priority.

19 Road Safety

Priorities for Road Safety include:

- Influencing and informing road user behaviour as part of a co-ordinated approach to casualty reduction;
- Encouraging businesses and employers to implement appropriate policies and procedures for managing the safety of their staff, whilst travelling for work;
- Working in partnership with the Police and other Strategic Agencies via the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP);
- Reducing child road casualties, with particular emphasis on issues of social disadvantage;
- Continuing to fund appropriate fixed and mobile safety camera sites;
- Targeting remedial measures at those collision sites that will give the highest casualty reduction in line with recognised best practice.

20 Traffic Signals

Priority issues for the Traffic Signals Team are:

- Maintaining existing traffic signals which have been installed to reduce accidents, to implement bus priority and to improve facilities and safety for all road users especially cyclists and pedestrians (including those with disabilities);
- Maintaining, operating and developing existing and new traffic signal related systems to ensure the expeditious movement of traffic on the network;
- Increasing the proportion of pedestrian crossings with facilities for the disabled;
- Addressing the need to replace older and obsolete traffic signal installations. More than 73 installations are more than 15 years old (the specified minimum design life) and this figure will increase on average by over 15 installations per year over the next five years.

The number of sites over 15 years old will increase over the next five years on average of 17 per year. The problem will become increasingly severe as in the year 2001/02 26 new sites were installed. The current annual rate of replacement (subject to continued funding) is around nine crossings per year.

Ensuring new traffic signal installations (designed internally and externally) encompass the County Council's objectives and comply with current standards both national and local.

21 Data and Information

Priority issues for the Information Team are:

- Compiling and managing road casualty and collision data;
- Undertaking research to guide casualty reduction policies;
- Identifying collision problem sites for investigation;
- Managing the County's traffic census and monitoring traffic trends;
- Managing performance information across Environment Services;
- Monitoring key transport indicators to support the LTP.

22 Cambridge Access Strategy

Work on the Cambridge Access Strategy will focus on developing the Cambridge Area Transport Strategy, following work undertaken by the Joint Transport Forum and will include:

- Developing and improving the use of sustainable transport and demand management measures in the Core Area.
- Developing demand management measures including the potential to extend the principles of the Cambridge Core Traffic Scheme to other areas;
- Developing increased City Centre bus stop and interchange capacity;
- Improving access especially by bus to Cambridge and along the key corridors serving the city.

23 Parking

Further work will be undertaken to extend civil parking enforcement operations beyond Cambridge into East and South Cambridgeshire, working closely with district councils to co-ordinate on and off street parking. Proposals for parking charges in Ely will be progressed to coincide with the introduction of civil parking enforcement.

24 Asset Management - The Cambridgeshire Road Network

24.1 Road Network

There are 4,691km (2,915 miles) of road in Cambridgeshire:

280km	(174 miles)	Trunk and Motorway
175km	(108 miles)	of County Primary Roads
306km	(190 miles)	Main Distributor Roads
318km	(198 miles)	Secondary Distributor Roads
860km	(535 miles)	Link Roads
2752km	(1710 miles)	Local Access Roads

2214km of the 4,411km network maintained by the County Council are in urban areas. There are 3,869km of footways alongside urban or rural roads and in addition there are 3210km of footpaths, bridleways and byways providing opportunities for sustainable travel, health and recreation.

24.2 Rights of Way

Footpaths	2267km
Bridleway	541km
Byway	402km

24.3 Bridge Structures

Road bridges	1500
Rights of way bridges	2200

24.4 Street Lighting Columns

County Council total	55221
Illuminated Signs	4053
Illuminated Bollards	2406

24.5 Traffic Signals & Systems

There are 334 Traffic Signal Installations in Cambridgeshire, the split of which is:

Traffic Signal controlled junctions	135
Pelican Crossings	86
Puffin Crossings	57
Toucan crossings	56
Installations on Urban Traffic Control (UTC)	69
Installations remotely monitored (RMS)	225
Interactive speed signs	352

24 Environment Services Capital Programme 2011/2012

Scheme	Revised Capital Programme 2010/2011 £	Capital Programme 2011/2012 £
Integrated Transport		
Accessibility Promotion and Research	45,000	31,000
Accessibility Works	45,000	-
Air Quality Monitoring	15,000	15,000
Bus Infrastructure - Cambridge	130,000	-
Bus Infrastructure - Huntingdon	80,000	50,000
Cambridge Access Strategy	327,000	180,000
Civil Parking Enforcement	100,000	200,000
Cycleway Improvements	225,000	120,000
Inter-urban Corridor Bus Schemes	47,000	-
Inter-urban Corridor Other Schemes	28,000	-
Jointly Funded Minor Improvements	200,000	200,000
Major Roadworks	250,000	90,000
Major Scheme Development	375,000	100,000
Market Town Major Project - St Neots Cycle Bridge	500,000	500,000
Market Town Strategy Schemes	664,000	500,000
New Footpaths/Rural Pedestrian Improvements	67,000	50,000
Safer Routes to Schools	271,000	100,000
Safety Schemes	800,000	250,000
Smarter Travel Management - HCV Routing	30,000	40,000
Smarter Travel Management - Int Highways Man Centre (Op Network 11/12)	350,000	-
Smarter Travel Management - Personalised Travel Plan	55,000	55,000
Smarter Travel Management - Real Time Passenger Info (Op Network 11/12)	250,000	-
Smarter Travel Management - Smartcard	72,000	-
Smarter Travel Management - Travel for Work	40,000	40,000
Smarter Travel Management - Traveline development	15,000	15,000
Speed Management	175,000	76,000
Strategy Development	175,000	100,000
The Busway	1,000,000	1,000,000
Total Integrated Transport	6,331,000	3,712,000
Operating the Network		
Carriageway & Footway Maintenance incl Cycle Paths	7,185,000	7,161,000
Rights of Way	140,000	140,000
Street Lighting	140,000	140,000
Strengthening of Bridges to carry 40 tonne loading	2,713,000	2,448,000
Traffic Signal Replacement	655,000	600,000
Smarter Travel Management - Int Highways Man Centre (Int Trans 10/11)	-	179,000
Smarter Travel Management - Real Time Bus information (Int Trans 10/11)	-	137,000
Total Operating the Network	10,833,000	10,805,000
Highways & Access		
Highways Maintenance (CCN)	989,000	1,103,000
Road and Footway Improvements	550,000	2,339,000
Winter Maintenance	150,000	150,000
Safety Schemes	300,000	300,000
Total Highways & Access	1,989,000	3,892,000
Total for Network Service Plan	19,153,000	18,409,000

25 Works Programme budget by Division 2011/2012

		Budget £	3rd Party £	Total £
Air Quality	Countywide	15,000		15,000
		15,000		15,000
Cambridge Access Strategy	Cambridge	190,000	650,000	840,000
		190,000	650,000	840,000
Cycle Schemes/ National Cycle Network	Cambridge	0	0	0
	South	0	100,000	100,000
	West	0	400,000	400,000
	Countywide	0	0	0
		0	500,000	500,000
Growth Area Fund	Cambridge	0	1,450,000	1,450,000
	South	0	1,190,000	1,190,000
	West	0	0	0
	Countywide	0	750,000	750,000
		0	3,390,000	3,390,000
Jointly Funded Minor Improvements	East North	90,000	0	90,000
		30,000	40,000	70,000
		120,000	40,000	160,000
Market Towns	East North West	41,044	48,956	90,000
		145,000	0	145,000
		255,000	1,292,000	1,547,000
		441,044	1,340,956	1,782,000
Market Towns - Major Schemes	West	500,000	2,700,000	3,200,000
		500,000	2,700,000	3,200,000
Parking	East South	100,000		100,000
		100,000		100,000
		200,000		200,000
Safety Schemes	Countywide	250,000	0	250,000
		250,000	0	250,000
Smarter Travel Management	Countywide	95,000		95,000
		95,000		95,000
Speed Management	Countywide	76,000	0	76,000
		76,000	0	76,000
Traffic Systems and Signals	Cambridge	440,000	0	440,000
	East	65,000	0	65,000
	West	115,000	0	115,000
		620,000	0	620,000
Rights of Way	East	0	48,000	48,000
	North	20,000	136,000	156,000
	South	42,000	0	42,000
	West	48,000	0	48,000
	Countywide	80,000	0	80,000
		190,000	184,000	374,000
Sub total carried over to the next page		2,697,044	8,804,956	11,502,000

		Budget £	3rd Party £	Total £
Bridges Assessment Strengthening and Maintenance	Countywide	2,450,000	0	2,450,000
		2,450,000	0	2,450,000
Carriageway Maintenance - Non-Principal/Unclassified	Cambridge	157,850		157,850
	East	180,000		180,000
	North	424,000		424,000
	South	469,125		469,125
	West	625,000		625,000
		1,855,975		1,855,975
Carriageway Maintenance - Principal	Cambridge	107,200		107,200
	East	36,000		36,000
	North	200,000		200,000
	South	236,812		236,812
	West	845,000		845,000
		1,425,012		1,425,012
Footway Maintenance and Cycle Paths	Cambridge	345,850		345,850
	East	40,500		40,500
	North	360,000		360,000
	South	284,675		284,675
	West	45,000		45,000
		1,076,025		1,076,025
Additonal IBIS funding	Cambridge	278,000		278,000
	East	145,000		145,000
	North	248,000		248,000
	South	246,333		246,333
	West	325,000		325,000
		1,242,333		1,242,333
Sub total from this page page		8,049,345	0	8,049,345
Sub total carried over from the previous page		2,697,044	8,804,956	11,502,000
Total		10,746,389	8,804,956	19,551,345

Cambridge
City

Cambridge City Works Programme 2011/2012

CAMBRIDGE ACCESS STRATEGY

Sch No	Parish/Town	Road	Works	Budget £	3rd party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Cambridge	St Andrew's Street, Bridge Street	Central area sign review	60,000		60,000	60,000	Karen Lunn	Qtr 1
2	Cambridge	Outer Ring Road and Radial Routes	TROs, Parking provision	110,000		110,000	170,000	Karen Lunn	TBC
3	Cambridge	Routes within the Inner Ring Road	Modelling and scheme development of extension to Core Scheme and demand management	20,000		20,000	190,000	Brian Stinton	TBC
4	Cambridge	Various routes in East and South of City	Radial Route signing improvements		150,000	150,000	340,000	Dave Lines	TBC
5	Cambridge	Tenison Road and area	Traffic calming/ management		400,000	400,000	740,000	Karen lunn	TBC
6	Cambridge	Newmarket Road/ Barnwell Road	Lane reassignment		100,000	100,000	840,000	Dave Lines	TBC
Total				£190,000	£650,000		£840,000		

CYCLING SCHEMES/NATIONAL CYCLE NETWORK

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Cambridge/Histon	A14/B1049 Histon Interchange cycle	Planning and design S106		TBC	0	0	Mike Davies	TBC
Total				£0	£0		£0		

GROWTH AREA FUND

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Cambridge	Cambridge Gateway Interchange HGF	Continue construction		1,200,000	1,200,000	1,200,000	Alistair Frost	Qtr 1
2	Cambridge	Cambridge Gateway Cif2	Continue construction		inc	0	1,200,000	Alistair Frost	Qtr 1
3	Cambridge	Babraham Park and Ride extention	Planning and design S106		250,000	250,000	1,450,000	Alistair Frost	Qtr 4
Total				£0	£1,450,000		£1,450,000		

TRAFFIC SYSTEMS AND SIGNALS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Cambridge	Mill Road near Covent Garden/ Mackenzie Road	Signal refurbishment	60,000		60,000	60,000	Dan Downes	Qtr 1
2	Cambridge	Mill Road near Cavendish Road/ Stockwell Street	Signal refurbishment	55,000		55,000	115,000	Dan Downes	Qtr 1
3	Cambridge	Mill Road near Suez Road	Signal refurbishment	60,000		60,000	175,000	Dan Downes	Qtr 1
4	Cambridge	Newmarket Road near Barnwell Road	Signal refurbishment	130,000		130,000	305,000	Dan Downes	Qtr 2
5	Cambridge	Mill Road near Hope Street/Catharine Street/Thoday Street	Signal refurbishment	60,000		60,000	365,000	Dan Downes	Qtr 2
6	Cambridge	Regent Street near Regent Terrace, University Arms	Signal refurbishment	75,000		75,000	440,000	Dan Downes	Qtr2-3
Total				£440,000	£0		£440,000		

CARRIAGEWAY MAINTENANCE - NON-PRINCIPAL/UNCLASSIFIED ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	C286	Cambridge	Kings Hedges Road - Milton to St Kildas	Resurface carriageway	91,000	91,000	Jon Clarke	Qtr 1
2	Unc	Cambridge	Radegund Road - 82 to roundabout	Install new system	66,850	157,850	Dave Gilkes	Qtr 2-3
Total						£157,850		

CARRIAGEWAY MAINTENANCE - PRINCIPAL ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	A1307	Cambridge	Hills Road - Addenbrookes roundabout	Resurface carriageway	107,200	107,200	Dave Gilkes	Qtr 1
Total						£107,200		

FOOTWAY MAINTENANCE AND CYCLE PATHS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	Unc	Cambridge	Emmanuel Road	Footway	27,750	27,750	Dave Gilkes	Qtr 2-3
2	Unc	Cambridge	Sidney Street - Footway shop side	Take up and relay slabs	118,000	145,750	Jon Clarke	Qtr 2-3
3	Unc	Cambridge	Norfolk Street	Take up and relay slabs	28,900	174,650	Dave Gilkes	Qtr 2-3
4	Unc	Cambridge	Regents Street - Left side as you exit City.	Take up and relay slabs	42,500	217,150	Dave Gilkes	Qtr 2-3
5	Unc	Cambridge	Green Park	Footway	45,500	262,650	Jon Clarke	Qtr 2-3
6	Unc	Cambridge	Hurst Park Ave Estate-To include roads leading off	Various footway slurry	29,200	291,850	Jon Clarke	Qtr 2-3
7	Unc	Cambridge	Queen Ediths Way Estate - Beaumont and Neterhall Road	Slurry	29,200	321,050	Dave Gilkes	Qtr 2-3
8	Unc	Cambridge	Apthorpe Road	Take up and replace slabs	24,800	345,850	Jon Clarke	Qtr 2-3
Total						£345,850		

ADDITIONAL IBIS FUNDING

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	B1045	Cambridge	Station Road - Hills Road junction	Resurface carriageway	50,700	50,700	TBC	TBC
2	C233	Cambridge	Queen Ediths Way	Resurface carriageway	153,500	204,200	TBC	TBC
3	C294	Cambridge	Downing Street	Resurface carriageway	73,800	278,000	TBC	TBC
Total						£278,000		

SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Cambridge	Queen Edith Way	Surface dressing	Mid May to end July	Dave Gilkes
2	Cambridge	Wulfstan Way	Surface dressing	Mid May to end July	Dave Gilkes
3	Cambridge	Jesus Lane	Surface dressing	Mid May to end July	Dave Gilkes
4	Cambridge	Granchester Road	Surface dressing	Mid May to end July	Dave Gilkes
5	Cambridge	Ridley Hall Road	Surface dressing	Mid May to end July	Jon Clarke
6	Cambridge	Rayson Way	Surface dressing	Mid May to end July	Jon Clarke
7	Cambridge	Stanesfield Road	Surface dressing	Mid May to end July	Jon Clarke
8	Cambridge	Thorley Road	Surface dressing	Mid May to end July	Jon Clarke
9	Cambridge	Maltings Lane	Surface dressing	Mid May to end July	Jon Clarke
10	Cambridge	Granchester Meadows	Surface dressing	Mid May to end July	Jon Clarke
11	Cambridge	Mere Way	Surface dressing	Mid May to end July	Jon Clarke
12	Cambridge	Newnham Walk	Surface dressing	Mid May to end July	Jon Clarke
13	Cambridge	Northfield Avenue	Surface dressing	Mid May to end July	Jon Clarke
14	Cambridge	Pound Hill	Surface dressing	Mid May to end July	Jon Clarke
15	Cambridge	Summerfield	Surface dressing	Mid May to end July	Jon Clarke

East Division

East Works Programme 2011/2012

JOINTLY FUNDED MINOR IMPROVEMENTS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Haddenham	A1421	Reduce speed limit	20,000		20,000	20,000	TBC	TBC
2	Sutton	The America	Pedestrian improvements (Footway and focal crossing point)	35,000		35,000	55,000	TBC	TBC
3	Wicken	A1123	Road safety enhancements	15,000		15,000	70,000	TBC	TBC
4	Brinkley	Various	Village gateway features	15,000		15,000	85,000	TBC	TBC
5	Soham	Clay Street	Prohibition of waiting	5,000		5,000	90,000	TBC	TBC
Total				£90,000	£0		£90,000		

MARKET TOWNS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Ely	Various	Real Time Information provision	8,671	11,329	20,000	20,000	TBC	TBC
2	Ely	Various	Bus Stop improvements	15,958	19,042	35,000	55,000	TBC	TBC
3	Ely	City Centre	Pedestrian crossing improvements	7,180	7,820	15,000	70,000	TBC	TBC
4	Ely	C315 near White Bridge Farm	Safety improvements	7,360	7,640	15,000	85,000	TBC	TBC
5	Ely	A142 Witchford/Lancaster Way	Safety enhancements	1,875	3,125	5,000	90,000	TBC	TBC
Total				£41,044	£48,956		£90,000		

PARKING

Sch No	Proposed for 2011/2012	Scheme details	Estimated £	Cumulative £	Project Manager	Proposed start
1	Civil Parking Enforcement	Introduction of civil parking enforcement powers to East Cambridgeshire	100,000	100,000	Richard Preston	Qtr 1
Total				£100,000		

TRAFFIC SYSTEMS AND SIGNALS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Ely	Station Road near Tesco new store	Signal refurbishment	65,000		65,000	65,000	Dan Downes	Qtr 3
Total				£65,000	£0		£65,000		

RIGHTS OF WAY

Sch No	Parish/Town	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Witchford	Restoration of St Johns byway, Ely		48,000	48,000	48,000	Kate Day	Qtr 2
Total			£0	£48,000		£48,000		

CARRIAGEWAY MAINTENANCE - NON-PRINCIPAL/UNCLASSIFIED ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	C130	Little Downham	Westmoor Common plus Mill Hill	Place to place patching	45,000	45,000	TBC	TBC
2	C129	Little Downham	Downham Common	Shaping	25,000	70,000	TBC	TBC
3	B1052	Littleport	Hale Fen	Place to place heavy shaping	60,000	130,000	TBC	TBC
4	C228	Cheveley	High Street	Patch and surface dressing	50,000	180,000	TBC	TBC
Total						£180,000		

CARRIAGEWAY MAINTENANCE - PRINCIPAL ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	A10	Ely	Between A142 roundabouts	Patch plus surface dressing	36,000	36,000	TBC	TBC
Total						£36,000		

FOOTWAY MAINTENANCE AND CYCLE PATHS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	Unc	Bottisham	Beechwood Avenue	Footway resurface	40,500	40,500	TBC	TBC
Total						£40,500		

ADDITIONAL IBIS FUNDING

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	C130	Little Downham	Pymoor Short Drove and Main Drove	Shaping	25,000	25,000	TBC	TBC
2	C213	Swaffham Prior	Swaffham Prior end of road	Shaping	35,000	60,000	TBC	TBC
3	B1052	Brinkley	From B1061 to boundary	Surface dressing	45,000	105,000	TBC	TBC
4	B1382	Prickwillow	Mile End Rail Crossing East	Edge patching	40,000	145,000	TBC	TBC
Total						£145,000		

SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Littleport	Friars Place	Surface dressing	Mid May to end July	Martin Gowler
2	Littleport	Friars Way	Surface dressing	Mid May to end July	Martin Gowler
3	Littleport	Ely Road	Surface dressing	Mid May to end July	Martin Gowler
4	Witchford	Elm Close	Surface dressing	Mid May to end July	Martin Gowler
5	Ely	West Fen Road	Surface dressing	Mid May to end July	Martin Gowler
6	Ely	Prickwillow Road	Surface dressing	Mid May to end July	Martin Gowler
7	Mepal	Sutton Road/Bridge Road	Surface dressing	Mid May to end July	Gavin Wiseman
8	Sutton	Priors Court	Surface dressing	Mid May to end July	Gavin Wiseman
9	Haddenham	Aldreth End	Surface dressing	Mid May to end July	Gavin Wiseman
10	Swaffham Bulbeck	Heath Road	Surface dressing	Mid May to end July	Paul Butcher/ Charlie Bedford
11	Brinkley	Common Road	Surface dressing	Mid May to end July	Paul Butcher/ Charlie Bedford
12	Brinkley	Six Mile Bottom	Surface dressing	Mid May to end July	Paul Butcher/ Charlie Bedford
13	Lode	Swaffham Road	Surface dressing	Mid May to end July	Paul Butcher/ Charlie Bedford
14	Lode	Quy Road	Surface dressing	Mid May to end July	Paul Butcher/ Charlie Bedford

North Division

North Works Programme 2011/2012

JOINTLY FUNDED MINOR IMPROVEMENTS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Leverington	Church Road	Pedestrian safety measures	30,000	40,000	70,000	70,000	Peter Vale	TBC
2	Chatteris	Bridge Street	Pedestrian safety measures					Peter Vale	TBC
3	Wisbech St Mary	Bunkers Hill	Speed management work					Peter Vale	TBC
Total				£30,000	£40,000		£70,000		

MARKET TOWNS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Wisbech	Bowthorpe Road	Speed management	25,000		25,000	25,000	John Richards	TBC
2	Wisbech	Lerowe Road	Speed management	25,000		25,000	50,000	John Richards	TBC
3	Wisbech	Market Place	Streetscape management	25,000		25,000	75,000	John Richards	TBC
4	Chatteris	King Edward Road	Footway enhancement	55,000		55,000	130,000	John Richards	TBC
5	Chatteris	Town Centre	Cycle parking	15,000		15,000	145,000	John Richards	TBC
Total				£145,000	£0		£145,000		

RIGHTS OF WAY

Sch No	Parish/Town	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Various	Improvements (e.g.signage, waymarking, surfacing, gates) on Recreational Routes (i.e. Nene Way, Hereward Way, Fen Rivers Way, Woodman's Way, Bishops Way), promotion and interpretation as part of economic development project.	20,000	100,000	120,000	120,000	Kate Day	Qtr 1
2	Elm	Byway restoration		36,000	36,000	156,000	Kate Day	TBC
Total			£20,000	£136,000	£156,000			

CARRIAGEWAY MAINTENANCE - NON-PRINCIPAL/UNCLASSIFIED ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	B1187	Wisbech St Mary	Murrow Bank	Carriageway options	60,000	60,000	Charlie Bedford	TBC
2	C11	Tydd St Giles	Broad Drove West and Grange Hill Drove	Carriageway	40,000	100,000	Charlie Bedford	TBC
3	Unc	Wisbech	North Ward	Drainage scheme phase 2 of 5	250,000	350,000	Charlie Bedford	TBC
4	Various	Various retread	2010 Carriageway retread	Carriageway	74,000	424,000	Charlie Bedford	TBC
Total						£424,000		

CARRIAGEWAY MAINTENANCE - PRINCIPAL ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	A605	Whittlesey	Peterborough Road	Carriageway	200,000	200,000	Charlie Bedford	TBC
Total						£200,000		

FOOTWAY MAINTENANCE AND CYCLE PATHS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	B1099	March	Wisbech Road	Drainage and footways	150,000	150,000	Charlie Bedford	TBC
2	Unc	Wisbech St Mary	Chapelfield and Waverley Drive	Footway	120,000	270,000	Charlie Bedford	TBC
3	Unc	Wisbech	Somerfield Close	Footway	90,000	360,000	Charlie Bedford	TBC
Total						£360,000		

ADDITIONAL IBIS FUNDING

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	Unc	March	Peas Hill Road	Drainage	30,000	30,000	Charlie Bedford	TBC
2	Unc	Chatteris	York Road	Carriageway resurface	28,000	58,000	Charlie Bedford	TBC
3	C	Wisbech	Weasenham Lane	Carriageway	80,000	138,000	Charlie Bedford	TBC
4	C78	March/ Benwick	Floods Ferry and Knights End Road	Carriageway	50,000	188,000	Charlie Bedford	TBC
5	C312	Wisbech St Mary	Black Drove/Plash Drove	Carriageway	30,000	218,000	Charlie Bedford	TBC
6	C67	Whittlesey	Turningtree Road	Carriageway	30,000	248,000	Charlie Bedford	TBC
Total						£248,000		

SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Benwick	Whittlesey Road	Surface dressing	Mid May to end July	Rod Marshall
2	Manea	Park Road	Surface dressing	Mid May to end July	Rod Marshall
3	Manea	School Lane	Surface dressing	Mid May to end July	Rod Marshall
4	Manea	Westfield Road	Surface dressing	Mid May to end July	Rod Marshall
5	Whittlesey	East Delph	Surface dressing	Mid May to end July	Rod Marshall
6	Whittlesey	Snoots Road	Surface dressing	Mid May to end July	Rod Marshall
7	Whittlesey	Saxon Road	Surface dressing	Mid May to end July	Rod Marshall
8	Whittlesey	Pringle Close	Surface dressing	Mid May to end July	Rod Marshall
9	Friday Bridge	Back Road	Surface dressing	Mid May to end July	Julie Young
10	March	Elm Road	Surface dressing	Mid May to end July	Julie Young
11	March	Cavalry Drive/Cavalry Park	Surface dressing	Mid May to end July	Julie Young
12	March	Deerfield Road	Surface dressing	Mid May to end July	Julie Young
13	March	Collingwood Avenue	Surface dressing	Mid May to end July	Julie Young
14	March	Percheron Drive	Surface dressing	Mid May to end July	Julie Young
15	March	Faifax Way	Surface dressing	Mid May to end July	Julie Young
16	March	Monte Long Close	Surface dressing	Mid May to end July	Julie Young
17	March	Ireton Way	Surface dressing	Mid May to end July	Julie Young
18	March	Dragoon Drive	Surface dressing	Mid May to end July	Julie Young
19	March	Worseley Chase	Surface dressing	Mid May to end July	Julie Young
20	March	Clydesdale Close	Surface dressing	Mid May to end July	Julie Young
21	March	Cleveland Bay	Surface dressing	Mid May to end July	Julie Young
22	March	The Shire	Surface dressing	Mid May to end July	Julie Young
23	Wisbech St Mary	Sandbank	Surface dressing	Mid May to end July	Julie Young
24	Leverington	Parson Drove	Surface dressing	Mid May to end July	Neil Band
25	Leverington	Perry Road	Surface dressing	Mid May to end July	Neil Band
26	Wisbech	Mount Drive	Surface dressing	Mid May to end July	Neil Band
27	Wisbech	First Avenue	Surface dressing	Mid May to end July	Neil Band
28	Wisbech	Second Avenue	Surface dressing	Mid May to end July	Neil Band
29	Wisbech	Third Avenue	Surface dressing	Mid May to end July	Neil Band
30	Wisbech	Fourth Avenue	Surface dressing	Mid May to end July	Neil Band
31	Wisbech	Fifth Avenue	Surface dressing	Mid May to end July	Neil Band
32	Wisbech	Sixth Avenue	Surface dressing	Mid May to end July	Neil Band
33	Wisbech	Seventh Avenue	Surface dressing	Mid May to end July	Neil Band
34	Wisbech	Eighth Avenue	Surface dressing	Mid May to end July	Neil Band
35	Wisbech	Broad Drove	Surface dressing	Mid May to end July	Neil Band
36	Tydd St Giles	High Broadgate	Surface dressing	Mid May to end July	Neil Band

South Division

South Works Programme 2011/2012

CYCLING SCHEMES/NATIONAL CYCLE NETWORK

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	South Cambs	Abingdon to Babraham cycleway	Design and construct		100,000	100,000	100,000	Mike Davies	Qtr 3
Total				£0	£100,000		£100,000		

GROWTH AREA FUND

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	South Cambs	Cottenham to Histon cycleway HGF	Complete construction		300,000	300,000	300,000	Mike Davies	Qtr 1
2	South Cambs	Histon/Longstanton Busway cycleway	Surfacing HGF		890,000	890,000	1,190,000	Bob Menzies	Qtr 1
Total				£0	£1,190,000		£1,190,000		

PARKING

Sch No	Proposed for 2011/2012	Scheme details	Estimated £	Cumulative £	Project Manager	Proposed start
1	Civil Parking Enforcement	Introduction of civil parking enforcement powers to South Cambridgeshire	100,000	100,000	Richard Preston	Qtr 1
Total				£100,000		

RIGHTS OF WAY

Sch No	Parish/Town	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Abingdon Piggitts 9 & 10	Surface restoration	15,000		15,000	15,000	Kate Day	Qtr 1
2	Bassingbourn 22	Surface restoration	15,000		15,000	30,000	Kate Day	Qtr 1
3	Weston Colville 13	Revettement	2,000		2,000	32,000	Kate Day	Qtr 1
4	Balsham	Step repair on the Fleam Dyke SSSI	10,000		10,000	42,000	Kate Day	Qtr 1
Total			£42,000	£0		£42,000		

CARRIAGEWAY MAINTENANCE - NON-PRINCIPAL/UNCLASSIFIED ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	B1050	Earith	Shelfords Road	Reconstruction carriageway scheme phase 2 of 5	250,000	250,000	Matt Pickering	TBC
2	Unc	Balsham	Plumian Way	Resurface carriageway	29,850	279,850	Jon Clarke	Qtr 1
3	Unc	Gamlingay	Cinques Road	Surface dressing	49,000	328,850	Dave Gilkes	Qtr 1
4	Unc	Great Wilbraham	Mill Road	Surface dressing	66,125	394,975	Jon Clarke	Qtr 1
5	Unc	Melbourn	Between 100 & 102	Drainage	74,150	469,125	Dave Gilkes	Qtr 2
Total						£469,125		

CARRIAGEWAY MAINTENANCE - PRINCIPAL ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	A605	Linton	Park Hill	Resurface carriageway	236,812	236,812	Jon Clarke	Qtr 1
Total						£236,812		

FOOTWAY MAINTENANCE AND CYCLE PATHS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	C	Steeple Morden	Cheyney Road	Footway reconstruction	50,350	50,350	Dave Gilkes	Qtr 2-3
2	Unc	Girton	Woodlands Park	Footway reconstruction	76,700	127,050	Jon Clarke	Qtr 2-3
3	Unc	Hardwick	The Limes Estate	Footway reconstruction	40,000	167,050	Dave Gilkes	Qtr 2-3
4	Unc	Little Eversden	Finches Field	Footway reconstruction	32,700	199,750	Dave Gilkes	Qtr 2-3
5	Unc	Oakington	Holme Close	Footway reconstruction	31,175	230,925	Jon Clarke	Qtr 2-3
6	Unc	West Wickham	High Street	Footway reconstruction	53,750	284,675	Jon Clarke	Qtr 2-3
Total						£284,675		

ADDITIONAL IBIS FUNDING

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	Unc	Bar Hill	Ring Road	Carriageway	153,350	153,350	TBC	TBC
2	B1049	Cottenham	High Street	Resurface carriageway	92,983	246,333	TBC	TBC
Total						£246,333		

SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Fen Ditton	Horningsea Road	Surface dressing	Mid May to end July	Jon Clarke
2	Little Wibraham	Six Mile Bottom	Surface dressing	Mid May to end July	Jon Clarke
3	West Wrattling	Six Mile Bottom	Surface dressing	Mid May to end July	Jon Clarke
4	Harlton	Cambridge Road	Surface dressing	Mid May to end July	Dave Gilkes
5	Great Chishill	Barley Road / Hall Lane	Surface dressing	Mid May to end July	Dave Gilkes
6	Little Abington	Bourn Bridge Road	Surface dressing	Mid May to end July	Dave Gilkes
7	Sawston	Huddlestone Way	Surface dressing	Mid May to end July	Dave Gilkes
8	Hinxton	Ickleton Road	Surface dressing	Mid May to end July	Dave Gilkes
9	Papworth St Agnes	Ermine Street	Surface dressing	Mid May to end July	Jon Clarke
10	Swavesey	Gibraltar Lane	Surface dressing	Mid May to end July	Jon Clarke
11	Bar Hill	Saxon Way	Surface dressing	Mid May to end July	Jon Clarke
12	Cottenham	Telegraph Street	Surface dressing	Mid May to end July	Jon Clarke
13	Oakington	Water Lane	Surface dressing	Mid May to end July	Jon Clarke

West Division

West Works Programme 2011/2012

CYCLING SCHEMES/NATIONAL CYCLE NETWORK

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Houghton and Wyton	Hartford to Wyton cycleway phase 1	Design and construct		250,000	250,000	250,000	Mike Eatock	Qtr 3
2	Houghton and Wyton	Hartford to Wyton cycleway phase 2	Design		TBC	0	250,000	Mike Eatock	TBC
3	Eynesbury/ Eaton Socon	Links to school cycleways	Design and construct		150,000	150,000	400,000	Alistair Frost	Qtr 1
Total				£0	£400,000		£400,000		

GROWTH AREA FUND

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Huntingdon	Huntingdon West of Town Centre link	Planning and design		Tbc	0	0	Alistair Frost	Qtr 4
Total				£0	£0		£0		

MARKET TOWNS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Godmanchester	Route 1	Cycleway		250,000	250,000	250,000	Sharon Piper	TBC
2	Huntingdon	Hartford Road	Toucan crossing		55,000	55,000	305,000	Sharon Piper	TBC
3	Huntingdon	Town Park	Cycleway	25,000		25,000	330,000	Sharon Piper	TBC
4	Huntingdon	Mill Common	Cycleway	30,000		30,000	360,000	Sharon Piper	TBC
5	Huntingdon	Route 5 & 6	Cycleway		243,000	243,000	603,000	Sharon Piper	TBC
6	St Neots	Routes 1 & 8	Cycleway		210,000	210,000	813,000	Sharon Piper	TBC
7	St Neots	Route 6	Cycleway	15,000		15,000	828,000	Sharon Piper	TBC
8	St Neots	Route 7	Cycleway	25,000		25,000	853,000	Sharon Piper	TBC
9	St Neots	Route 4	Cycleway	45,000		45,000	898,000	Sharon Piper	TBC
10	St Ives	Somersham Road	Safety scheme	50,000		50,000	948,000	Jo Challis	TBC
11	St Ives	Route 1	Cycleway		84,000	84,000	1,032,000	Jo Challis	TBC
12	St Ives	Various	Cycle racks	10,000		10,000	1,042,000	Jo Challis	TBC
13	Ramsey	Upwood Road	Pedestrian crossing	55,000		55,000	1,097,000	Jo Challis	TBC
14	St Neots	Town Centre	UTC		450,000	450,000	1,547,000	Jo Challis	TBC
Total				£255,000	£1,292,000		£1,547,000		

MARKET TOWNS MAJOR PROJECT

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	St Neots	St Neots Southern cycle bridge	Complete consruction	500,000	2,500,000	3,000,000	3,000,000	Alistair Frost	Qtr 1
2	St Neots	Connect 2 cycleways	Design and construct		200,000	200,000	3,200,000	Alistair Frost	Qtr 1/2
Total				£500,000	£2,700,000		£3,200,000		

TRAFFIC SYSTEMS AND SIGNALS

Sch No	Parish?town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	St Ives	Houghton Road near Green Leys	Signal refurbishment	60,000		60,000	60,000	Dan Downes	Qtr 1-2
2	Ramsey	Great Whyte near Little Whyte	Signal refurbishment	55,000		55,000	115,000	Dan Downes	Qtr 4
Total				£115,000	£0		£115,000		

RIGHTS OF WAY

Sch No	Parish/Town	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Sawtry 32	Surface restoration	10,000		10,000	10,000	Kate Day	Qtr 1
2	Hemingfords	Replacement of 2 bridges as part of the Ouse Valley Way	38,000		38,000	48,000	Kate Day	Qtr 2
Total				£48,000	£0		£48,000	

CARRIAGEWAY MAINTENANCE - NON-PRINCIPAL/UNCLASSIFIED ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	A1096	St Ives	Harrison Way	Carriageway	350,000	350,000	Steve Douglas	Qtr 1
2	A141	Warboys	Heath Road	Carriageway	175,000	525,000	Steve Douglas	Qtr 1
3	A605	Elton	Peterborough Road	Carriageway	100,000	625,000	Steve Douglas	Qtr 2
Total						£625,000		

CARRIAGEWAY MAINTENANCE - PRINCIPAL ROADS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	B1050	Somersham	Chatteris Road	Carriageway	225,000	225,000	Steve Douglas	Qtr 2
2	B660	Holme	Long Fen Drove	Carriageway	250,000	475,000	Steve Douglas	Qtr2
3	C110	Ramsey Heights	Uggmere Court Road	Carriageway	150,000	625,000	Steve Douglas	Qtr 1
4	Unc	Brington	High Street	Drainage	35,000	660,000	Steve Douglas	Qtr 2
5	Unc	Huntingdon	St Peters Road	Carriageway	95,000	755,000	Steve Douglas	TBC
6	Unc	Warboys	Fenside	Carriageway	90,000	845,000	Steve Douglas	Qtr 2
Total						£845,000		

FOOTWAY MAINTENANCE AND CYCLE PATHS

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	Unc	St Neots	Priory Park	Footway	45,000	45,000	Steve Douglas	Qtr 2
Total						£45,000		

ADDITIONAL IBIS FUNDING

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Project Manager	Proposed start
1	B660	Old Weston	Main Street	Carriageway	100,000	100,000	TBC	TBC
2	B645	Great Staughton	Worst sections	Carriageway	225,000	325,000	TBC	TBC
Total						£325,000		

SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Molesworth	Village	Surface dressing	Mid May to end July	Steve Douglas
2	Bythorn	Main Street/Warren Lane etc	Surface dressing	Mid May to end July	Steve Douglas
3	Molesworth	Chainbridge Lane	Surface dressing	Mid May to end July	Steve Douglas
4	Abbotsley	St Neots Road	Surface dressing	Mid May to end July	Steve Douglas
5	Hemingford	Braggs Lane/Gore Tree Road	Surface dressing	Mid May to end July	Steve Douglas
6	Hilton	Fenstanton Road	Surface dressing	Mid May to end July	Steve Douglas
7	Ramsey	Bury Road	Surface dressing	Mid May to end July	Steve Douglas
8	Bluntisham	Station Road	Surface dressing	Mid May to end July	Steve Douglas
9	Wyton	Oldhurst Road (A141)	Surface dressing	Mid May to end July	Steve Douglas
10	Farcet	Main Street	Surface dressing	Mid May to end July	Steve Douglas
11	Yaxley	Landsdowne Road	Surface dressing	Mid May to end July	Steve Douglas
12	Yaxley	Main Street	Surface dressing	Mid May to end July	Steve Douglas
13	Little Raveley	Wennington Road	Surface dressing	Mid May to end July	Steve Douglas

Countywide

Countywide Works Programme 2011/2012

AIR QUALITY

Sch No	Proposed for 2011/2012	Scheme details	Estimated £	Cumulative £	Project Manager	Proposed start
1	Web site continuous monitoring	Continuance of City continuous pollutant monitoring on the web	5,000	5,000	Janet Martin	Qtr 1-4
2	Air Quality monitoring equipment	Continuance of SCDC monitoring equipment co-located with traffic monitors	3,000	8,000	Janet Martin	Qtr 1-4
3	Air Quality monitoring equipment	Continuance of ECDC PM10 monitoring equipment calibration for rural background	2,000	10,000	Janet Martin	Qtr 1-4
4	Management Areas	Contribution to measures required for improving air quality in Air Quality Management Areas.	5,000	15,000	Janet Martin	Qtr 1-4
Total				£15,000		

CYCLING SCHEMES/NATIONAL CYCLE NETWORK

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Cambridge/ South Cambs	Various	Various		TBC	0	0	Mike Davies	Qtr 2
Total				£0	£0		£0		

GROWTH AREA FUND

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Cambridge/South Cambs	Addenbrookes Access Road M11	Complete construction		750,000	750,000	750,000	Mike Eatock	Qtr 2
Total				£0	£750,000		£750,000		

SAFETY SCHEMES

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Countywide	Various	Various	250,000		250,000	250,000	Amanda Mays	Qtr 1-4
Total				£250,000	£0		£250,000		

SMARTER TRAVEL MANAGEMENT (TRAVEL FOR WORK AND PERSONALISED TRAVEL PLANNING)

Sch No	Parish/Town	Scheme Details	Budget £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Countywide	Re-tender of County Car sharing website	10,000	10,000	10,000	Hannah Fox	Qtr 2
2	Countywide	Personalised travel planning pilot and travel awareness campaigns	35,000	35,000	45,000	Hannah Fox	Qtr 1-4
3	Countywide	Travel for Work Advisory services	40,000	40,000	85,000	Mark Webb	Qtr 1-4
4	Countywide	External promotion of sustainable modes	10,000	10,000	95,000	Hannah Fox	Qtr 1-4
Total			£95,000		£95,000		

SPEED MANAGEMENT

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Countywide	Various	Speed limit reviews	76,000		76,000	76,000	Richard Preston	Qtr 1
Total				£76,000	£0		£76,000		

RIGHTS OF WAY

Sch No	Parish/Town	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Countywide	Replacement of obstructions/substandard structures with gates where appropriate	5,000		5,000	5,000	Kate Day	Qtr 1
2	Countywide	Byway management (new signages and barrier improvements as part of TRO review)	5,000		5,000	10,000	Kate Day	Qtr 1
3	Countywide	Byway and drove surface restoration	20,000		20,000	30,000	Kate Day	Qtr 1
4	Countywide	Signage and waymarking	10,000		10,000	40,000	Kate Day	Qtr 2
5	Countywide	Bridge replacement/restoration programme	25,000		25,000	65,000	Kate Day	Qtr 1
6	Countywide	Definitive Map Consolidation Phase II	15,000		15,000	80,000	Kate Day	Qtr 1
Total			£80,000	£0	£80,000			

BRIDGES: ASSESSMENT STRENGTHENING AND MAINTENANCE

Sch No	Parish/Town	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Project Manager	Proposed start
1	Countywide	Reassessment for 40 tonnes	75,000		75,000	75,000	Steve Dighton	Qtr 1-4
2	Countywide	Asset Management	15,000		15,000	90,000	Steve Dighton	Qtr 1-4
3	Countywide	Interim measures/Structures monitoring	20,000		20,000	110,000	Steve Dighton	Qtr 1-4
4	Countywide	Scheme design for 2012/13	20,000		20,000	130,000	Steve Dighton	Qtr 1-4
5	Countywide	NRSWA at structures	5,000		5,000	135,000	Steve Dighton	Qtr 1-4
6	Countywide	Abnormal loads management	30,000		30,000	165,000	Steve Dighton	Qtr 1-4
7	Countywide	General inspections	80,000		80,000	245,000	Steve Dighton	Qtr 1-4
8	Countywide	Principal inspections	40,000		40,000	285,000	Steve Dighton	Qtr 1-4
9	Countywide	Routine maintenance, Minor repairs, Accident damage	915,000		915,000	1,200,000	Steve Dighton	Qtr 1-4
10	Countywide	Bridge strengthening maintenance	1,250,000		1,250,000	2,450,000	Steve Dighton	Qtr 1-4
Total			£2,450,000	£0	£2,450,000			

27 Highways & Access Performance

Measure	What is good?	Format	Data for period:	Actual	Target	Status	Year End Prediction Status
People killed or seriously injured in road traffic accidents	Low	Number	2010	340	360	G	G
Children killed or seriously injured in road traffic accidents	Low	Number	2008-2010 ave	23	24	G	G
Road accident casualties slight injuries	Low	Number	2010	2093	2475	G	G
Rectification of street lighting faults (non-DNO)	Low	Number	Oct-Dec 2010	11.25	7	R	A
Rectification of street lighting faults (DNO)	Low	Number	Oct-Dec 2010	16.66	21	G	G
% of total length of footpaths and other rights of way which were easy to use by the public	High	%	2010/11	80	65	G	G
Footways in need of repair	Low	%	2009/10	30	15	R	A
Condition of unclassified roads	Low	%	2009/10	20	15	R	A
Congestion - average journey time per mile during the morning peak	Low	Minutes	2009/10	3.98	4.2	G	G
Principal roads where maintenance should be considered	Low	%	2010/11	4	6	G	G
Non-principal roads where maintenance should be considered	Low	%	2010/11	7	9	G	G
Access to services and facilities by public transport, walking and cycling	High	%	2009/10	94.8	94.65	G	G
Working age people with access to employment by public transport (and other specified modes)	High	%	2009/10	78.4	79	R	R
Local bus passenger journeys originating in the authority area	High	Number	2009/10	22060128	21800000	G	G
Bus services running on time - non frequent	High	%	2009/10	71	71	G	G
Bus services running on time - frequent	Low	Minutes	2009/10	0.59	0.88	G	G
Children travelling to school by car	Low	%	2009/10	21.04	22.5	G	G

