

Highway Operational Standards 2018-2028

April 2018

Cambridgeshire County Council's

Highway Operational Standards

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1. Introduction

- 1.1 This Highway Operational Standards (HOS) sets out how Cambridgeshire County Council manages and maintains the highway infrastructure for which it is responsible. It brings together the County Council Corporate and Local Transport Plan (LTP) objectives. This Plan details how the principles of asset management will be increasingly used to ensure that the Highways Service meets the requirements of its users and delivers value for money.
- 1.2 The Department for Transport (DfT) document '*Gearing up for efficient highway delivery and funding*', published in January 2014, identified how highway maintenance funding was likely to be allocated in the future. It suggested that authorities which have a highway asset management plan in place, and can demonstrate its use, will be incentivised through a revised highway maintenance funding formula. An Incentive Funding stream was implemented from 2016/17. The amount of funding that authorities receive from this source is dependent upon the extent to which they have implemented the asset management approach. The potential funding available to the Authority from this source is £9,628,000 for the years 2016/17 to 2020/21. This Plan plays an essential role in securing and maximising long term capital funding for the maintenance of Cambridgeshire's highway network.
- 1.3 A new national Code of Practice "Well Managed Highway Infrastructure" was published in October 2016. This supersedes the previous Codes, published in 2005, which included "Well Maintained Highways". The new Code contains fewer prescriptive standards and promotes a more risk based approach. **This Plan reflects the Authority's implementation of the key elements of the new Code.**
- 1.4 This Plan, along with the Highway Asset Management Policy and Strategy, demonstrates the Authority's commitment to highway asset management via an approach that is tailored to Cambridgeshire's needs, whilst also recognising national best practice. The Plan sets out how progress in implementing the asset management approach is monitored. The integrated approach promoted throughout the Plan enables the consideration of the wider issues associated with the management of the county's transport network, such as sustainability and growth pressures.
- 1.5 Cambridgeshire's highway network is by far the most valuable asset for which the County Council is responsible, with a gross replacement cost in the order of **£11.5 billion**, (in accordance with Whole of Government Accounts principles). The highway assets covered by this plan are outlined in Section 2.
- 1.6 The purpose of this Plan is to:
 - Define affordable highway service standards
 - Publish investment and maintenance strategies for key highway asset groups
 - Improve the way in which the county's highway are managed and maintained
 - Enable the delivery of value for money through efficient and effective highway service provision
- 1.7 This Plan covers the period 2018 – 2028. It has been produced in accordance with national guidance provided by the Highway Maintenance Efficiency Programme

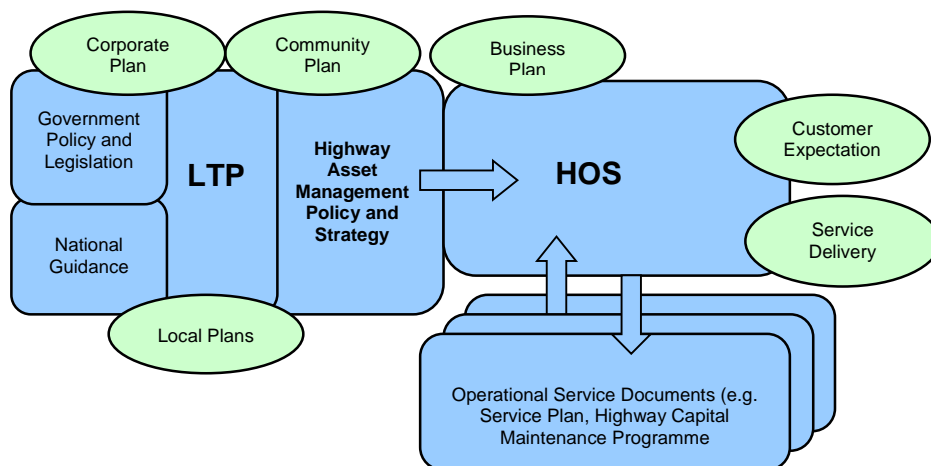
(HMEP) - 'Highway Infrastructure Asset Management' and 'Prevention and a Better Cure'.

Fig 1: HMEP Guidance documents



- 1.8 This Plan covers the development, maintenance and operation of Cambridgeshire's highway network.
- 1.9 This Plan is a key operational document that is linked intrinsically to other County Council policies and processes. This relationship is illustrated in the Systems Diagram below.

Fig 2: Asset Management Systems Diagram



2. Asset Descriptions

- 2.1 The official records of the overall status and extent of Cambridgeshire's public highway asset are managed within the Highways Service.
- 2.2 A summary of the main asset groups covered in this Plan is provided in Figure 3 below:

Fig 3: Summary of Assets Managed

Asset Group	Element	Quantity
Carriageways	A Road B Roads C Roads Unclassified Roads Soft Roads (unmade/green lanes) Total Cycletracks Fords & causeways Traffic Calming features Anti-skid	427 km 570 km 1115 km 2266 km 133 km 4,505 km 64km 7 no (ok to keep) 1,682 no (ok to keep) 29 km (ok to keep)
Footways and cycleways	Cat 1a Footways Cat 1 Footways Cat 2 Footways Cat 3 Footways Cat 4 Footways (estimate) Total Permissive paths (excluding cycleways)	14km 28 km 66 km 175 km 2,020km 2,275 km 644km
Structures	Pedestrian / cycle bridges Road bridges Retaining Walls Underpass / subway Signal Gantry sites PROW structures (over 5m)	142 no 917 no 63 no 17 no 5 no approx. 2200 no
Street Lighting	Street Lights Illuminated signs and bollards	53369 no 5,735 no
Intelligent Transport Systems (ITS)	Traffic Signals - Junctions Traffic Signals – Crossings Variable message signs Vehicle Activated Sign Parking guidance signs RTP1 (bus stop displays) Rising Bollards (Cambridge City Centre) CCTV Cameras Flood Warning Signs	611 no 201 no 47 no 317 no 37 no 335 no 21 no 23 no 9 no
Grassed areas and trees	Highway Trees (All trees within falling distance are collectively termed 'highway trees') Verge length	87,429 no 4284km
Public rights of way	Restricted Byways Byways Bridleways Footpaths Total	5km 407km 596km 2,227km 3,235km

Asset Group	Element	Quantity
Drainage	Gullies Offlets	154,150 no 7,101 no
Street Furniture	Non illuminated signs & bollards Safety Cameras Pedestrian guardrail Vehicle restraint systems (safety fencing) Weather stations Automatic Traffic Counters Verge Marker posts	62,744 no 35 no (plus one average speed camera installation) 10.78 km 54,291 km 3 no 63 no 6,867 no

2.3 Assets not covered by this plan

This Plan covers the management of key highway infrastructure assets. The Plan does not cover the following 'transport' related assets. Some are the responsibility of other authorities or agencies, whilst others are County Council assets that are currently managed outside of this Plan.

Fig 4: Assets not covered by this Plan

Asset	Responsibility
Guided Busway	CCC's Park & Ride and Busway Team
Street Lighting	Maintenance is covered by a PFI contract with Balfour Beatty. A street lighting Policy is included as an appendix to this document.
Park and ride sites	CCC's Park & Ride and Busway Team
Car Parks	Multi storey and street level managed by either private company or district council
Street name Plates (owned and managed by district councils)	City/District Council
Picnic site A10 Brandon Creek	CCC maintains barrier and cuts vegetation
Bus shelters (Parish Council owned)	Parish Council except Drummer Street Bus Station Cambridge which is managed within CCC's Park & Ride and Busway Team
Pay and Display parking machines	CCC's Traffic Manager Team
Motorways and Trunk Roads M11 – A11 to A14 A11 – A14 to M11 A428 – A14 to A1 A14 – A11 to Boundary with Northamptonshire near Keyston A1(M) – A1 near Alconbury to Peterborough Boundary North of A15 Norman Cross A1 – A428 to A1(M) near Alconbury A47 – Norfolk Boundary near Emneth to Peterborough boundary near Thorney Toll	Highways England In Cambridgeshire there is approximately 280km of trunk road and motorway network managed by Highways England

3. Data management

3.1 The main purpose of data collection is to provide the County Council with information to help make the best use of the funds available to the Authority. Data is collected via:

- Safety Inspections
- Condition Inspections / Surveys
- Inventory collection

Safety inspections are either walked driven or cycled inspections. Driven Inspections are carried out by two people in a slow moving vehicle as outlined in table 4a below.

3.2 Asset data is required to enable the following:

- Effective Management of the Highway Network
- Assessment of the expected lives of individual assets or asset components
- The assessment of current and development of future levels of service
- The assessment of current and development of future performance indicators
- The development of sustainable maintenance options
- The identification of future investment strategies
- The development of short, medium and long-term forward works programmes
- Valuation assessments for each of the assets and the calculation of how they have depreciated in value since they were created

Once completed, these processes will allow informed and cost effective asset management decisions to be made.

3.3 Network Hierarchy

The Council's Highway Network Hierarchy is based upon the criteria set out in the 2016 Code of Practice (CoP) Well-Managed Highway Infrastructure. The hierarchy reflects local needs and priorities. The hierarchies, which are shown in figures 4 a-c form the overarching framework for all data management activities. These were last reviewed in November 2017.

3.4 Safety Inspections

A primary source of information is a formal regime of safety inspections that identify and record Category 1a and 1b defects.

3.5 The frequency and method of these inspections is outlined in Fig. 5 below. The safety inspection frequencies and methods set out in this Plan are based upon the 2016 Code of Practice, with some variations to reflect local circumstances.

3.6 Where there is a controlled pedestrian crossing point within a carriageway then the adjacent footway defect intervention criteria are applied. Pedestrianised areas are deemed to be footways for the purposes of safety inspections and defect intervention criteria.

3.7 A resilient network has been identified in accordance with the requirements of the 2016 Code of Practice "Well Managed Highway Infrastructure". Any carriageway on the identified resilient network will receive a safety inspection at a minimum frequency equivalent to a Link Road, i.e. 4 times per year.

Fig 5: Inspection frequencies for main asset groups

a) Carriageways					
Category	Hierarchy Description	Type of Road General Description	Description	CCC Inspection frequency and type	CCC Inspection frequency tolerance
	Motorway	Limited access motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.	Not inspected by CCC – responsibility of Highways England	Not applicable
CW1	Strategic Route	Principal 'A' class roads between Primary Destinations	The Primary Route Network	12 times per year (monthly) – Driven	± 7 calendar days
CW2	Main Distributor	Major Urban Network and Inter-Primary Links.	Short - medium distance traffic Routes between Strategic Routes and linking urban centres to the strategic network	12 times per year (monthly) – Driven	± 7 calendar days
CW3*	Secondary Distributor	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*	In residential and other built up areas these roads have typically 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads usually link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network	12 times per year (monthly) – Driven	± 7 calendar days
CW4	Link Road	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions	In urban areas these are residential or industrial roads connecting areas of development, typically with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads	4 times a year (3 monthly) - Driven	± 14 calendar days

CW5	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to properties and land. In urban areas they are often residential loop roads or cul-de-sacs	Annually (once per year) – Driven	± 28 calendar days
CW6	Minor Roads	Little used roads serving very limited numbers of properties	Locally defined roads typically serving 5 or less properties with lower volumes of traffic	Once every two years (24 monthly) – Driven (standard is that they are passable with care)	± 28 calendar days
CW7	Soft Roads (Green Lanes)	Unmade unclassified	Exclusively in rural areas carrying mainly agricultural vehicles and pedestrians	No formal inspection regime. Inspected on a reactive basis (standard is that they are passable in a 4 wheel drive vehicle)	Not applicable

*Whilst this is generally accepted, there are exceptions where some more minor classified roads are categorised as a CW4 or CW5

b) Footways				
Category	Category Name	Description	CCC Inspection frequency and type	CCC Inspection frequency tolerance
FW1	Prestige walking zones	Very busy areas of towns and cities with high public space and street scene contribution	12 times per year (monthly) – walked inspection with associated carriageway inspected at same time	± 7 calendar days
FW2	Primary Walking routes	Busy urban shopping and business areas and main pedestrian routes.	12 times per year (monthly) – walked inspection with associated carriageway inspected at same time	± 7 calendar days
FW3	Secondary Walking Routes	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.	12 times per year (monthly) – walked inspection with associated carriageway inspected at the same time	± 7 calendar days
FW4	Link Footways	Linking local access footways through urban areas and busy rural footways	Annually (once per year) - Driven with carriageway inspection	± 28 calendar days
FW5	Local Access Footways	Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.	Annually (once per year) – Driven with carriageway inspection	± 28 calendar days
FW6	Minor Footways	Little used rural footways serving very limited numbers of properties	Annually (once per year) – Driven with carriageway inspection	± 28 calendar days

c) Cycleways			
Category	Description	CCC Inspection frequency and type	CCC Inspection frequency tolerance
CY1	Prestige/ busier commuter route Cycle Track (by Legal Order) - a highway route for cyclists not contiguous with the public footway or carriageway, and shared cycle/pedestrian paths, either segregated by a white line or other physical segregation, or un-segregated.	Twice per year (6 monthly – cycled or walked)	± 21 calendar days
CY2	Other routes Cycle Track (by Legal Order) - a highway route for cyclists not contiguous with the public footway or carriageway and shared cycle/pedestrian paths, either segregated by a white line or other physical segregation, or un-segregated.	Annually (Once per year – cycled or walked), or Inspected with footway/carriageway at same frequency and method	± 28 calendar days
CY3	Cycle lane forming part of the carriageway, typically a strip adjacent to the nearside kerb, with provision of cycle route road markings. Cycle gaps at road closure point (no entry to traffic, but allowing cycle access).	Inspected with carriageway at same frequency and method (see Fig. 5 a) above)	As carriageway
CY4	Cycle trails, leisure routes through open spaces. These are not necessarily the responsibility of the highway authority, but may be maintained by an authority under other powers or duties.	Annually (Once per year – cycled or walked)	± 28 calendar days
CY5	Cycle provision on carriageway, other than a marked cycle lane or marked cycle provision, where cycle flows are significant	Inspected with carriageway at same frequency and method (see Fig. 5 a) above)	As carriageway

3.8 Condition surveys

Condition surveys are used to provide information for the prioritisation of maintenance schemes and also for performance and benchmarking purposes. They provide key information used to determine the effectiveness of the Asset Management Strategy. Figure 6 below describes the extent of the condition surveys undertaken.

Fig 6: Condition Survey extent and coverage

Carriageway Survey Type	Extent	CCC coverage / frequency
Scanner	A Roads B Roads C Roads	100% of the network in one direction each year 100% of the network in one direction each year 50% of the network in one direction each year
CVI	Unclassified Roads	Approximately 20% of the network each year
SCRIM	All hierarchy 2 & 3a roads	100% of the network in both directions each year
Deflectograph	All roads	Scheme specific as required during development of forward programmes
FNS	All footways	Approximately 20% of the network each year

Highway Structures		
Category	Description	CCC Inspection frequency and type
GI	General Inspection of all structures and gantries	Every 2 years
PI	Principal Inspection	Every 6 Years of structures with Technical issues / difficulties

Traffic Signals (Incl. VAS)		
Category	Description	CCC Inspection frequency and type
Periodic Inspection (PI)	Physical condition of the site is checked visually, together with testing all of the electronic signal and communications equipment	Each installation is inspected once per year

Public Rights of Way		
Category	Description	CCC Inspection frequency and type
PROW	All PROW	No formal safety inspection. Inspected reactively

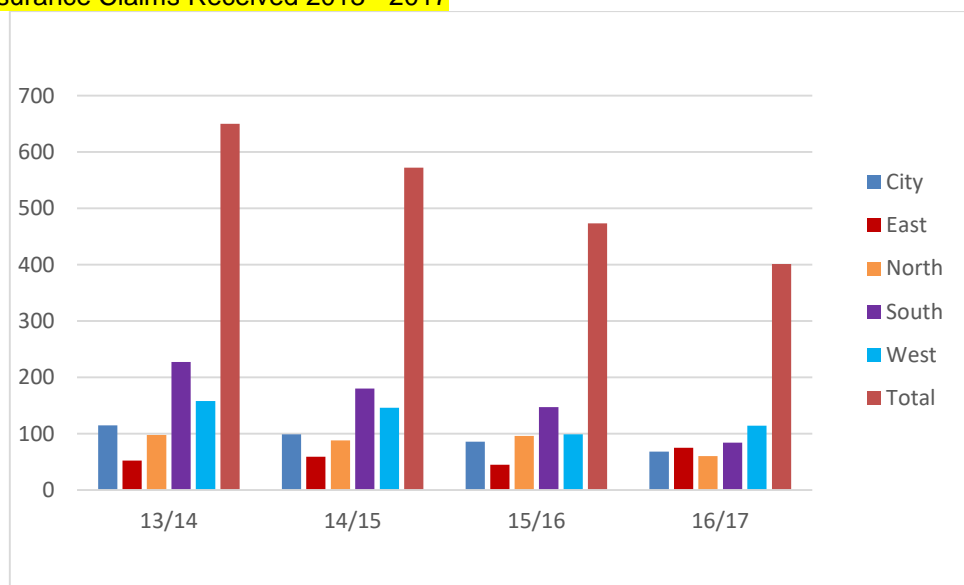
3.9 Inventory collection

The Council's Highway Management System (Symology's Insight) acts as the Councils Highway Asset Register within which all highway inventory data is stored.

3.10 Insurance Claims

The number of highway related insurance claims received can be indicative of both network condition and how well the network is being managed. The graph below shows the insurance data over the 4 years to 2016/17. Claims will continue to be monitored through the life of this plan.

Fig 7: Insurance Claims Received 2013 - 2017



	13/14	14/15	15/16	16/17
City	115	99	86	68
East	52	59	45	75
North	98	88	96	60
South	227	180	147	84
West	158	146	99	114
Total	650	572	473	401

3.11 Inspector Training

Highway Inspectors are trained to National Highway Inspector Competency Standards as set out in the 2016 CoP and are registered on the National Register of Highway Inspectors. In addition, all Inspectors will attend the Level 1 Tree Inspectors' Training Course (from April 2015). Refresher training for Inspectors is provided as per the CoP.

3.12 Highway Asset Management Training

Key staff within the Highways Service responsible for the overall management of the HOS have attended the Institute of Highway Engineers Highway Asset Management Practitioners Training course (or equivalent). Training for operational staff will be provided on an ongoing basis should new developments / practice be introduced.

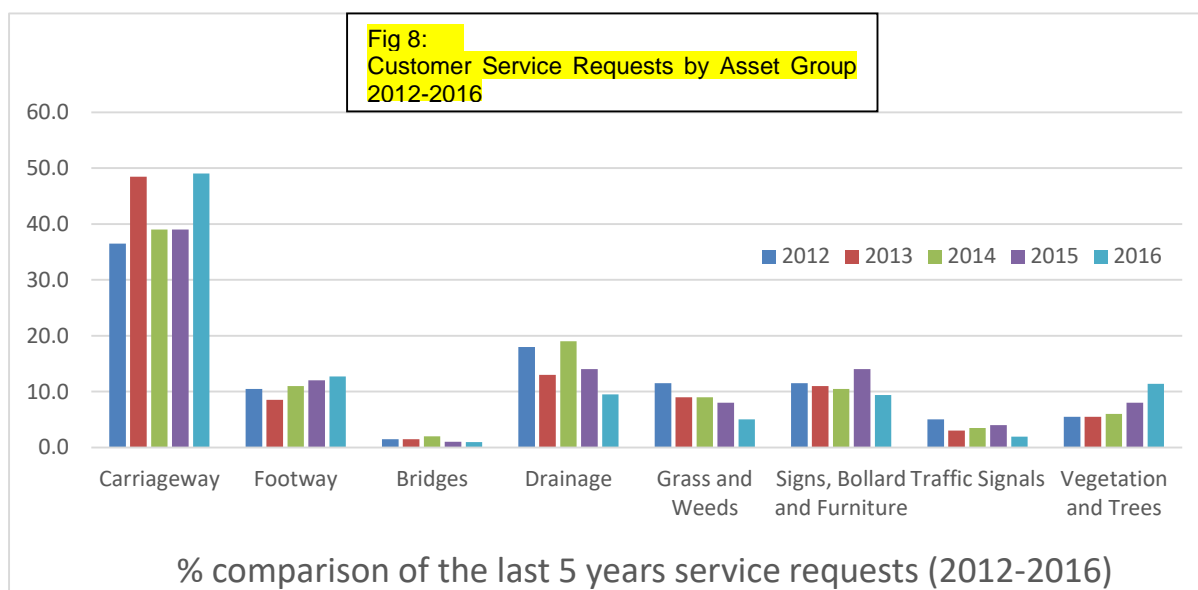
4. Community requirements and customer communications

4.1 This section contains information about community requirements and how they have been identified. It also outlines how ongoing customer communications will take place in relation to highway maintenance activities.

4.2 Customer Priorities

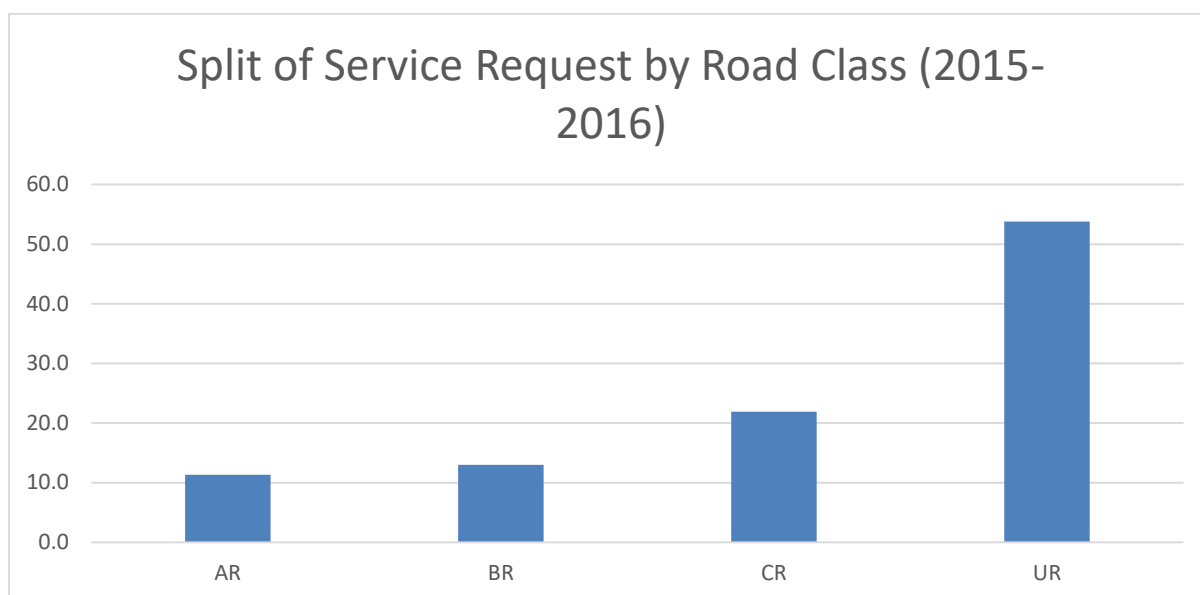
The Council's Highway Asset Management Strategy was produced following analysis of data provided by customers so that community needs could be built into the strategy and in turn used to inform the development of this Plan.

4.3 The vast majority of customer contacts relate to the condition of carriageways. Fig 8 shows the proportions of the customer contacts received by the Council's Customer Service Centre associated with the differing highways assets over the last 5 years.



- 4.4 Analysis of these carriageway service requests shows that over 50% of requests relate to the condition of unclassified roads (Figure 9). These figures support a need to focus future investment towards dealing with carriageways across all hierarchies.

Fig 9: Split of service requests by road class 2015- 2016



4.5 National Highways and Transportation Survey (NHT)

The Council currently participates in the NHT survey of customer priorities and satisfaction.

- 4.6 Results from the **2017 National Highways and Transportation (NHT) customer survey** for the county show that the condition and safety of roads are the criteria that are “most important to users” and the criterion with which users are least satisfied is the condition of roads. The data shows that of all the aspects of the highways service, the area in which customers would least like to see a reduction in the level of service is the maintenance of roads.

- 4.7 It is recognised that other highway subject areas mentioned generated significant levels of interest (in particular pavements and safety on roads). However, this recent customer derived data supports the need for increased investment in roads (carriageways). It also indicates a clear public preference for investment in carriageways ahead of other highway assets.

4.8 Communications

The aspirations of customers are likely to focus on visible and perceived safety related condition, whereas engineering needs will be based on detailed, often complex condition surveys, coupled with knowledge and experience of how assets behave over time.

- 4.9 It is therefore essential that the County Council presents any complex engineering based information in a manner that is easily understood by communities. To help with this, a Communication Strategy for Highway Services has been developed and this can be found in Appendix C.

4.10 Contact from members of the public will be handled in line with Cambridgeshire County Council's corporate standards. The involvement of local members, Spokespersons and relevant Committee(s) will be in line with the Council's guide for member involvement. In addition to these standards, County Councillors, District / City Councils and Parish / Town Councils will be appropriately informed of work taking place in their area.

4.11 Our communication activities will focus around:

- Communicating through a variety of channels, appropriate to our target audience
- Being clear about the level of influence stakeholders have
- Being open and making information available
- Using consistent messages
- Managing expectations
- Being digital by design and making use of corporate social media resources
- Make information available in other formats and languages if required

4.12 In addition, all communications will:

- use Plain English
- be tailored to their target audience
- direct to further resources when appropriate
- be proactive about keeping the public informed about how 'their' money is being spent

5. Future Demand

5.1 The future usage and demands on the network need to be assessed to facilitate the further development of this plan and formulation of proposals for future funding.

The main demands that could become influential are:

- Asset growth
- Traffic growth
- Population growth
- Legislation Changes
- Changes in Technology
- Climate Change – Environmental conditions

5.2 Asset growth

New development and growth within Cambridgeshire has and will continue to create additional highway assets that will require future maintenance.

5.3 Traffic growth

Traffic Growth in the county is monitored regularly and is detailed in the Annual Traffic Monitoring Report. The Report shows that The density of HGV traffic on Cambridgeshire's trunk 'A' roads is almost three times the national average, and on non-trunk main roads it is 81% above the national average

5.4 Traffic Composition

The composition of traffic is a major factor that influences the rate at which the highway network deteriorates. In Cambridgeshire, this is a particular concern in areas where agricultural activities are prevalent on roads that have 'evolved' and have never been designed to deal with such heavy loads. This accelerated deterioration is of significant concern in the north of the county.

5.5 Population Growth

Population in the county is forecast to increase by 25% over the next 20 years. In order to satisfy this, there will be a need to ensure that the road network and other highway infrastructure will satisfy the increased potential demand.

5.6 Environmental Conditions

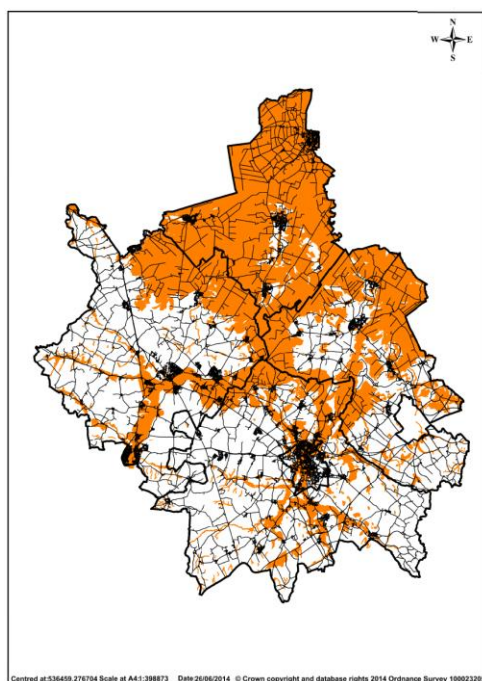
One of the most significant issues that impacts on the condition of Cambridgeshire's carriageway assets is that of 'drought damage'.

Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. This became particularly prevalent during the summer of 2011 which was exceptionally dry and caused widespread damage to the road infrastructure around the north of the county.

5.7 The map below shows the areas of the county (in orange) that are at higher risk of 'drought damage'. The strategies for carriageways, along with the associated lifecycle plans, recognise the need to deal with these roads appropriately.

Fig 12: Drought damage (Fen soil) statistics

Class of Road	Total Network Length	Susceptible Roads by class (km)	Susceptible Roads by class (%)	% of total road class affected
A	427	144	9	34
B	570	245	15	43
C	1115	353	21	32
U	2266	914	55	40
Total	4378	1656	100	38



5.8 Severe weather events

Severe weather events will cause increased damage to the highway network. This is likely to be more significant on carriageway assets, through flooding and the impact of ice/snow on the fabric of the road. It is recognised that the funding breakdowns laid out in this plan would need to be reviewed should such an event occur. Flooding events will be managed in conjunction with the Council's Floods and Water Team who manage the Council's obligations as the Lead Local Flood Authority under the Floods and Water Management Act 2010.

6. Asset Investment Strategies

6.1 Prudential Borrowing Strategy

The need to invest in highway maintenance was recognised by the County Council in 2010/11 when a commitment to use prudential borrowing to invest an additional £90m in highway maintenance was made. This strategy assumes that the remainder of this funding will be available. This has been approved by members. The strategy optimises the use of this funding by investing in the right assets at the right time.

6.2 The strategy assumes the funding below:

- Annual LTP Capital Funding for Highways £14.591m*
- Prudential Borrowing (remaining at end of 2016/17) est. £26.268m

* Allocation shown assuming maximum funding is achieved via the DfT Incentive Fund

and

- Directs all the remaining prudential borrowing monies to carriageways
- Spreads the investment of prudential borrowing until 2022/23. This provides significant advantages in terms borrowing costs, greater value in the selection of schemes and delivers a consistent programme level each year

6.3 Maintenance Strategy

The maintenance strategy is the plan of action required to accomplish the specific performance targets for each asset group. The maintenance strategy targets intervention thresholds at or below where maintenance action is to be considered.

- 6.4 A preventative maintenance strategy is adopted for carriageways and footways, investing a greater proportion of the available budget to treat assets in the early stages of deterioration. This is opposed to a 'worst first' approach which targets investment towards those assets that are at the end of their life and are in a poorer condition.
- 6.5 The preventative approach being adopted means that, in some cases, roads which appear to be in poor condition might wait longer for repair, while roads which appear in better condition are treated to arrest their deterioration. This HOS clearly sets out new and affordable Service Standards in line with this approach.
- 6.6 There will also be changes to seasonal maintenance and the way we respond to issues reported by the public. For example, grass might be cut less often, white lines might be replaced less frequently and potholes in some locations might be allowed to further deteriorate before they are repaired.

6.7 The asset management approach has increased the quantity of surface treatments carried out each year (e.g. surface dressing), and decreased the amount spent on traditional resurfacing, whereby the old surface is completely removed and replaced.

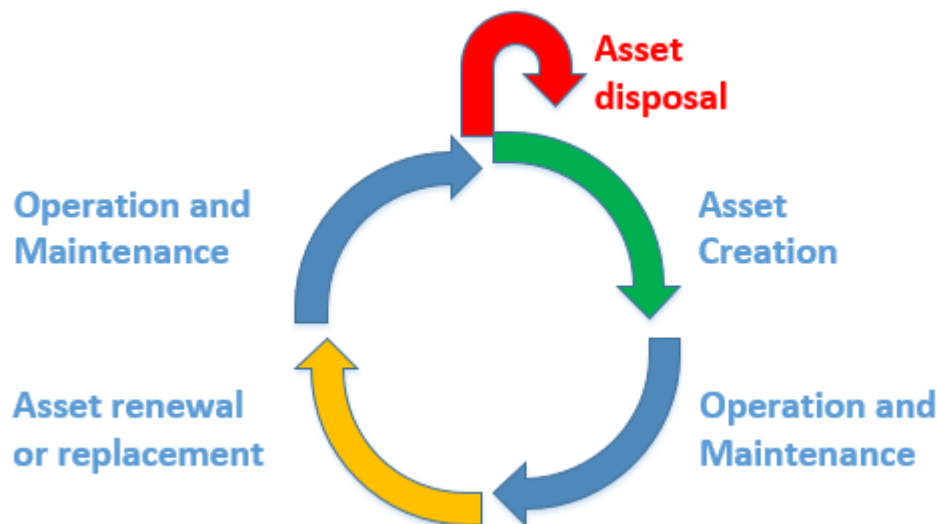
6.8 Structures and Traffic Signal Assets will be maintained on the basis of need, within the budgets available. In effect, the assets in the worst condition will be dealt with first.

6.9 Lifecycle Planning

The whole life costing approach considers all of the costs associated with the maintenance of an asset until it needs to be fully replaced. Highway assets have lifecycles that include the following phases:

- Creation/Acquisition
- Operation and Maintenance
- Renewal, Replacement or upgrade
- Operation and Maintenance
- Disposal or Decommissioning

Fig 13: Asset Lifecycle



Consideration of each of these phases for the Council's highway assets will help drive a shift towards longer-term asset management and planning. Such a longer-term approach is a key element of the highway asset management approach.

6.10 Lifecycle Approach through Long Term Cost Prediction (LTCP) Models

When developing the Council's Asset Management Strategy, lifecycle planning has been used to consider different treatment options, their performance and their impact upon the whole life cost of maintaining the assets. For each key asset group the Lifecycle Plan is linked directly to the Service Standards.

6.11 Lifecycle Plan Outputs

For each of the key asset groups, Life Cycle Planning models have been created and the effects of differing investment scenarios investigated.

6.12 Carriageways

The LTCP model for carriageway maintenance allocates investment into 3 broad treatment categories: Strengthening Treatment, Resurfacing Treatment & Surface Treatment. Carriageway funding will be allocated to treatments as determined by the LTCP model with specific sites identified primarily through the Council's Pavement Management System. Schemes will be put forward though the Highway Capital Maintenance Programme.

- 6.13 The profile graphs below show carriageway condition predictions up to 2034 based on the funding assumptions made in Section 7. Banding for RCI values are given in Appendix D.

Fig 14: Condition output from LTCP Models for All Roads as at 2016

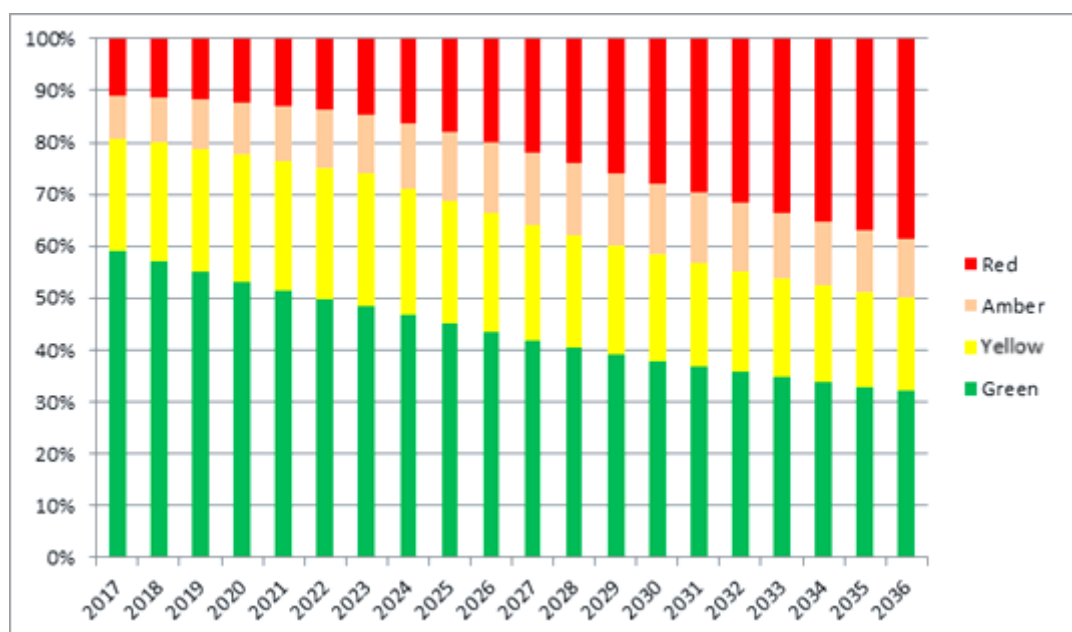
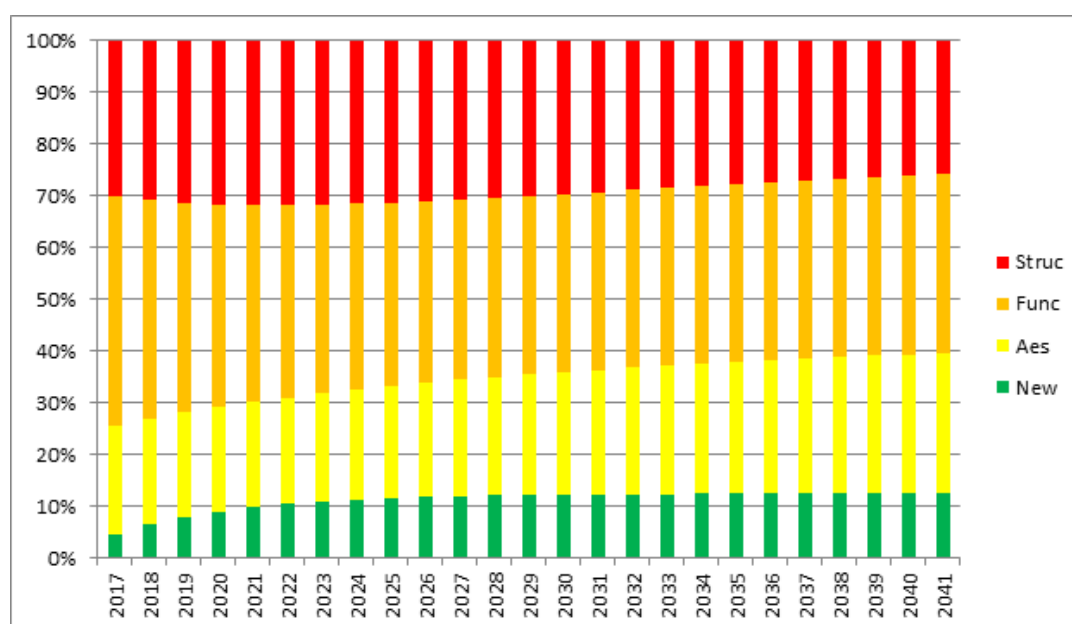


Fig 15: Condition output from LTCP Models for Footways - Cat 1a and 1 as at 2016



7. Financial Summary

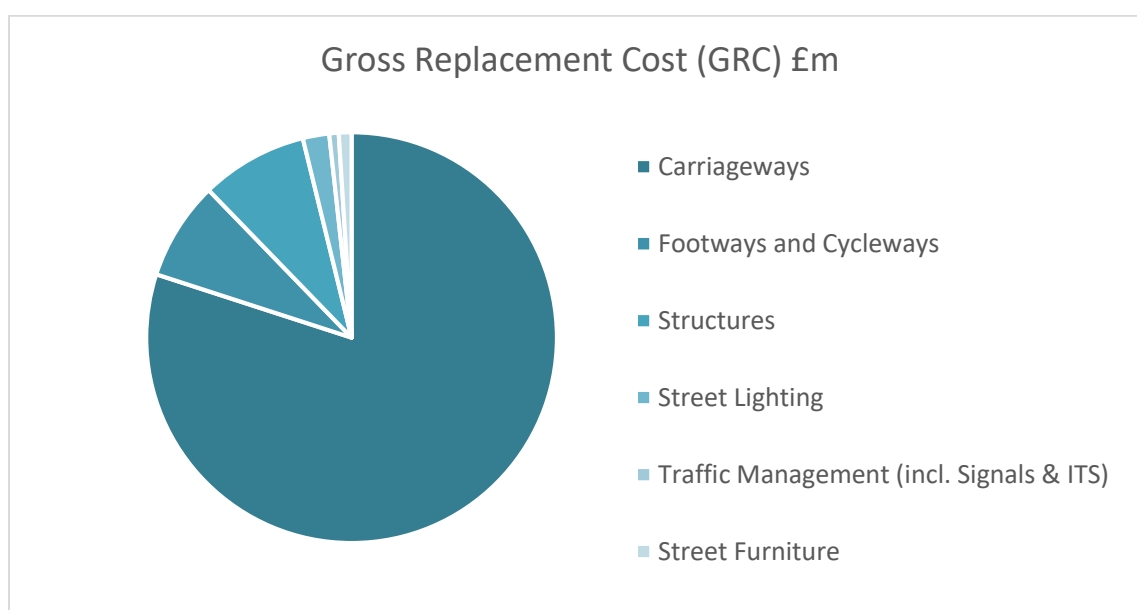
7.1 Funding for highway asset maintenance and improvement is split into revenue and capital expenditure. Consideration of levels of service, the views of stakeholders, risk management and whole life costs will serve to support ongoing investment decisions.

7.2 Valuation

As at 2017 Cambridgeshire County Council's Highway Assets are valued as follows. All financial figures within the HOS are based on current values and are not discounted or adjusted for inflation.

Fig 16: Asset Valuation Figures

Asset	Gross Replacement Cost (GRC) £m	Depreciated Replacement Cost (DRC) £m	Annualised Depreciation Cost (ADC) £m
Carriageways	4,082	3,752	35
Footways and Cycleways	396	108	8
Structures	430	273	7
Street Lighting	106	79	2
Traffic Management (incl. Signals & ITS)	38	13	2
Street Furniture	51	9	2
Total	£5,103	£4,834	£56



7.3 Planned funding and investment

The Service Standards Shown in Section 9 assume the future investment in maintenance forecast below in Figure 17. These allocations have been optimised to meet the requirements of the Highway Asset Management Strategy.

Fig 17: Investment forecast

		Actual Budget	Forecast Budget		
Asset Group	Budget / works	2017/18	2018/19	2019/20	2020/21
Carriageways	Revenue (routine & reactive)	3,485*	To be confirmed		
	Capital - LTP (planned)	6,272	6,322	6,472	6,472
	Capital - Prudential Borrowing	6,269	6,000	6,000	6,000
	Capital - Pothole Action Fund	1,155	To be confirmed		
Footways & Cycleways	Revenue (routine & reactive)	718**	To be confirmed		
	Capital (planned)	1,200	1,200	1,200	1,200
Locally Determined schemes	Capital - LTP (planned)	650	600	600	600
Traffic Signals & VMS	Energy Costs	233	To be confirmed		
	Revenue (routine & reactive)	345	To be confirmed		
	Capital - LTP (planned)	850	850	850	850
Structures	Revenue (routine & reactive)	160	To be confirmed		
	Capital - LTP (planned)	2,564	2,564	2,564	2,564
Drainage	Revenue (routine & reactive)	399	To be confirmed		
	Capital - LTP (planned)	1,000	1,000	1,000	1,000
Safety Fencing	Revenue (routine & reactive)	0	To be confirmed		
	Capital - LTP (planned)	250	250	100	100
Street Furniture, Signs and road markings	Revenue (routine & reactive)	393	To be confirmed		
Cyclic (Grass Cutting, Weed Spraying, Gully Emptying)	Revenue	1,587	To be confirmed		
Winter Maintenance	Revenue	1,975	To be confirmed		
Public Rights of Way	Revenue (routine & reactive)	35	To be confirmed		
	Capital - LTP (planned)	140	140	140	140

		Actual Budget	Forecast Budget		
Asset Group	Budget / works	2017/18	2018/19	2019/20	2020/21
Integrated Highway Management Centre	Energy costs	13	To be confirmed		
	Revenue (routine & reactive)	70	To be confirmed		
	Capital - LTP (planned)	200	200	200	200
Real Time Passenger Information	Energy costs	13	To be confirmed		
	Revenue (routine & reactive)	225	To be confirmed		
	Capital - LTP (planned)	165	165	165	165
Other Staff Costs, Highway condition Surveys, Fees, Inspections etc.	Revenue (routine & reactive)	2,716	To be confirmed		
	Capital	260	260	260	260
Total Revenue		12,367	To be confirmed		
Total Capital - Prudential Borrowing		6,269	6,000	6,000	6,000
Total Capital - LTP		14,591	14,591	14,591	14,591
Total Capital – Pothole Action Fund		1,155	To be confirmed		

*Includes additional £2.15m

**Includes additional £300k

Highway Maintenance Block Capital Funding formula annual allocations from 2016 (over and above the needs based formula) will be determined by self-assessment, related to performance around efficiencies and Asset management practices. These capital figures assume band 3 (maximum funding).

8. Asset Management Planning Practice

8.1 This Section outlines the key activities that are in place to help deliver the elements of this plan and in turn the overall strategy.

8.2 Forward Works Programme – The Highway Capital Maintenance Programme (HCMP)

The County Council's forward works programme is the Highway Capital Maintenance Programme. It is a 3 year programme that contains all highway capital maintenance schemes. ~~and improvement schemes, thereby acting as an Implementation Plan for the LTP.~~ Maintenance schemes will be selected based on their condition in order to help deliver the outcomes of the Asset Management Strategy. The processes that govern how maintenance schemes are selected for the HCMP are shown in Appendix E. The HCMP is approved annually by Members and is subject to confirmation of need and the available resources.

8.3 Local Discretionary Highways Funding

In order to help provide a more efficient and responsive local highway maintenance service, the HCMP will allocate a nominal proportion of the Capital Maintenance budget that is to be managed within each geographical highways area. This funding is specifically for highway maintenance work and will be used for small scale works and importantly on sites that support the delivery of the Highway Asset Management

strategic outcomes. The level of funding provided to this fund will be reviewed annually with expenditure monitored to ensure value for money.

8.4 Local Highways Improvement Initiative

The Local Highways Improvement initiative allows local communities to apply for up to £10,000 as a contribution to a capital highways project. Projects should improve road safety and be based on issues that are felt to be important locally. To be eligible applicants must supply at least 10% of the overall cost. These projects need the support of local Parish/Town Councils and where appropriate they will need to meet (not contravene) the principles of the Asset Management Strategy and supporting policies.

Where applications involve ongoing operational costs such as the cost of power supplies for measures such as zebra crossings, the applicant is expected to meet these costs, or, for some non-standard highway features or equipment, become responsible for the asset itself.

8.5 Annual review of Options and Asset Investment Strategies

An important part of ongoing Asset Management is the monitoring of the performance of the strategy as outlined in Section 9.3.

8.6 Highway Services

Performance of the Highway Services will be regularly monitored and reported upon in order to ensure that the contract is delivering Value for Money and is supporting the objectives of the County Council's Highway Asset Management approach.

9. Service Standards

9.1 This section sets out the primary Service Standards and performance targets that can be expected from Cambridgeshire's highway assets.

9.2 The Service Standards:

- Are closely linked with asset condition (both existing and desired) and demand aspirations from both the Council and Customer (what it is expected to deliver now and throughout its life cycle)
- Relate to such factors as: quality, quantity, reliability, responsiveness, environmental effect, cost and performance

9.3 Use of Service Standards

This plan is based on the delivery of affordable Service Standards (based on the funding levels shown in Section 7). The Service Standards will be used:

- To inform customers of the proposed type and level of service to be offered
- As a focus for the asset management strategy outcomes developed to deliver the required level of service
- As a measure of the effectiveness of this asset management plan
- To help identify the value and benefits of the services offered
- To enable customers to assess suitability and affordability of the services offered
- To inform members of the levels of service available

- 9.4 The prescribed Service Standards are shown in the tables below – Headline Service Standard Statements are shown at the top of each table.

Fig 18: Service Standards Statements, measures and targets

a) We will inspect carriageways, footways & cycleways for defects with the busiest routes inspected most frequently		
Service	Measured by	Target Standard
Safety Inspections	Percentage of Safety inspections completed on time within stated tolerance	100%

b) We will respond to make safe emergency incidents		
Service	Measured by	Target Standard
Emergency Incidents	Percentage of emergency incidents attended within response times*	90%

c) We will repair known defects that meet our repair criteria			
Service	Measured by		Target Standard
Road defects	% of high priority (Cat 1 (1a and 1b) defects repaired within response times*	Strategic & Main Distributor	90%
		Secondary Distributor	90%
		All other roads	90%
	% of other defects (Cat 2) repaired within response times*	Strategic & Main Distributor	90%
		Secondary Distributor	90%
		All other roads	90%
Road condition (see Appendix D for RCI bandings)	Percentage of the road network where maintenance should be considered	A Roads	5%
		B Roads	7.5%
		C Roads	10%
		Unclassified Roads	30%
Skid resistance	Percentage of the skid resistance network at or below the skidding investigatory level (3 year average value)		25%
Footway / cycleway defects	% of high priority (Cat 1 (1a and 1b) defects repaired within response times*	Prestige/ busier commuter route	90%
		Others	90%
	% of other defects (Cat 2) repaired within response times*	Prestige/ busier commuter route	90%
		Others	90%

d) We will maintain safe structures and bridges		
Service	Measured by	Target Standard
Structures (see Appendix D for BSCI bandings)	% of structures in very/severe poor condition	20%
	Number of structures requiring strengthening	40

e) We will maintain a reliable traffic signals network		
Service	Measured by	Target Standard
Traffic signal faults	% of compliance with fault repair response times for urgent defects**	95%
	% of compliance with fault repair response times for non-urgent defects **	95%
Traffic signal condition	% of traffic signal installations exceeding average expected service life (20 years)	9%

f) We will ensure that the identified gritting routes are treated during periods of snow and ice		
Service	Measured by	Target Standard
Winter Maintenance	Percentage of precautionary road salting completed on time within identified season*	100%

g) We will cut the grass on highway verges to maintain visibility		
Service	Measured by	Target Standard
Cut the grass on highway verges	Number of cuts of grass verges per annum – Rural	2
	Number of cuts of grass verges per annum – Urban	3

h) We will empty roadside gullies cyclically		
Service	Measured by	Target Standard
Empty roadside gullies	Targeted approach at agreed locations identified on risk based approach	N/A

i) We will apply weed killer to highway areas		
Service	Measured by	Target Standard
Apply Weed killer	Within 'built up' village/town areas within 40mph limits or below only (excluding central islands) per annum	2

* Time standards may be exceeded by a reasonable period due to unforeseen delays such as adverse weather conditions, emergency road closures, excessive traffic congestion or plant breakdown

** As defined in the council's Intelligent Transport Systems Term Services Contract

9.5 Reactive Maintenance Interventions

Achievement of the Council's Asset Management Strategy objectives is reliant on the efficient application of affordable reactive maintenance standards. The interventions have been developed taking into account the need to carry out routine maintenance work in a planned and efficient way, balanced with the need to maintain high levels of highway user safety. These interventions support the right first time principles outlined in the HMEP document - Prevention and a Better Cure.

9.6 Response times

- **Category 1 (1a and 1b)** - those that require prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration
- **Category 2** - all other defects

9.7 The Council's response time categories and timescales are show below:

Fig 19: Response Timescales

Type of defect/incident	Timescale	Response
Emergency incidents	up to 2 hours	Attend / make safe
Category 1 (1a and 1b) excluding potholes (urgent)	Cat 1a up to 36 hours Cat 1b up to 21 calendar days	Make safe or repair
Category 1 (1a and 1b) potholes (urgent)	Cat 1a up to 5 calendar days Cat 1b up to 21 calendar days	Permanent repair
Category 2 defects (planned)	up to 12 weeks	Repair during next available programme

9.8 Where defects with potentially serious consequences for network safety are made safe by means of temporary signing or repair, arrangements will be made for further inspections to ensure the continued integrity of the signing or repair is maintained, until permanent repairs are undertaken.

9.9 The reactive maintenance investigatory levels for Category 2 defects shown in Appendix B have been developed using a risk based approach in line with the above response times.

10. Performance Management and Benchmarking

10.1 This plan outlines a series of baseline statistics for the Council's various assets and activities. This is key information in helping ascertain a baseline position from which future performance can be gauged to help define Value for Money (VfM) going forward.

10.2 Monthly Performance Reports

Performance reports will be produced on a monthly basis for use by operational teams focussing on local budgetary, customer service and works ordering information; that will help with ongoing performance management.

10.3 Benchmarking

The County Council recognises the importance of sharing information to support continuous improvement. Benchmarking allows comparisons to be made with other similar authorities, the sharing of best practice and performance information and provides a basis to develop local and national best practice.

10.4 The Council's involvement in benchmarking activities is under continuous review to ensure that they continue to provide the required benefits and value for money.

- NHT Customer Satisfaction survey and Customer Quality Cost comparisons (CQC)
- DfT - Road condition comparisons against Shire authorities
- Data and process benchmarking via the Eastern Highways Alliance (EHA)

11. Risk Management

11.1 Managing risk is an integral part of the management of the highways assets. This section of the plan only outlines the main risks to the delivery of the Highway Asset Management Strategy.

11.2 The County Council's Risk Management Policy and procedures set out how the Authority manages risk corporately and this approach has been applied to the way in which highway assets are managed.

11.3 The delivery of the Highway Asset Management Strategy is an overarching risk that is identified within the **new Highways Services** Risk Register. There is also a joint register currently managed and reviewed by **Cambridgeshire and Skanska** through the Cambridgeshire Highways **Contract Transition** Risk Register. These registers are reviewed quarterly. These registers in turn feed any relevant risks into the **Place and Economy Risk Register**, and into the **Corporate Risk Register** as required.

11.4 The high level tactical risks that relate to the delivery of effective highway asset management, the achievement of the highway asset management strategic outcomes and the associated service standards are identified in Fig 20 below.

Fig 20: Table of Risks

Ref	Plan assumption	Risk	Action if Risk occurs
1.*	The plan is based on operating with reliable IT hardware, Highway Management and Pavement Management Systems	Failure of systems will impact on ability to identify correct interventions; will prevent works ordering and the effective management of customer service requests.	Adoption of actions as outlined in CCC and Service Provider(s) Business Continuity Plan

Ref	Plan assumption	Risk	Action if Risk occurs
2.	The Plan is based upon a non-exceptional winter.	Adverse winter weather will lead to higher levels of defects requiring reactive repair than have been anticipated.	Predictions and budget disaggregation within this plan will be revised and updated in the event of abnormal winters.
3.	The Plan is based upon the assumption that no significant 'drought' events occur that impact the network	Drought events lead to higher levels of deterioration in parts of the network founded on 'fen soils' that are susceptible to cyclic shrinkage and swelling	Predictions and budget disaggregation within this plan will be revised and updated in the event of prolonged drought events.
4.	The Plan is based on the assumption that no significant flood damage occurs on the network	Flooding will lead to higher levels of defects requiring reactive repair than have been planned for. Significant events could lead to the failure of key assets.	Predictions and budget disaggregation within this plan will be revised and updated in the event of significant flood damage.
5.	The Plan assumes available budgets as shown in section 7	Funding available for the Highways Services might reduce.	Service Standards will be revised to affordable levels.
6.	The Plan assumes that construction inflation will remain at a similar level to the last 5 years.	Construction inflation will increase the cost of works and an adverse rise will impact on the quantity of work that needs to be delivered to meet the required service standards.	<ul style="list-style-type: none"> - Service Standards will be reviewed and revised to affordable levels. - Review of supply chain management, procurement arrangements and more sustainable practices by the Service Provider
7.	The Plan assumes that any increase in assets will be matched by sufficient additional maintenance funding being provided	Increase of new development through the growth agenda. A14 improvement scheme will result in increased assets to maintain.	<ul style="list-style-type: none"> - Commuted sums obtained where appropriate. - Budgets and predictions will be revised and this plan updated accordingly.
8.	Deterioration rates and levels of defects are based on current data which for some assets (e.g. footways) is limited	Assets deteriorate more rapidly than has been predicted resulting in insufficient levels of investment.	Levels of planned and reactive maintenance to be revised accordingly.

11.5 The risks identified with an * are identified within the **Cambridgeshire Highways Contract Transition Risk register**. This register also contains a series of wider contractual / operational risks that relate to the provision of highway maintenance services by the current service provider.

- 11.6 Critical infrastructure is that which would have a significant impact upon the integrity of the county's highway network in the event of failure or unavailability. Cambridgeshire's critical highway infrastructure has been identified and risk registers are in place for each critical asset. These risk registers include appropriate mitigation measures.
- 11.7 The Council's approach to highway asset management is focussed on implementing (and funding) a preventative approach to carriageway maintenance. In order to deliver this a 'comparative risk' approach has been applied to other key assets, such as footways, traffic signals and structures. This approach supports the process of scheme appraisal and selection by assisting with the assessment of:
- The comparative risks of providing differing levels of service, e.g. is it acceptable to fund only a minimum level of service for a certain asset group i.e. a repair when broken (reactive) approach?
 - The comparative risk of funding works on different assets, e.g. is it better to fund works on carriageways as opposed to structures?
 - The comparative risk of funding improvements to the network as opposed to maintenance works, e.g. is it better to provide additional speed control facilities or to increase response time to certain defects?
- 11.8 The identification of highway defects will be managed on the basis of risk to ensure the best use of funding. This approach takes into account the type and nature of a particular defect along with its location on the network.
- 11.9 The intervention levels support the preventative approach that is promoted within the Highway Asset Management Strategy, which relies on the principles of 'right first time' being applied in a planned and effective way.
- 11.10 The reactive maintenance intervention levels are shown in Appendix B.

12. Continuous Improvement

- 12.1 The County Council's approach to Highway Asset Management and the development of its Policy, Strategy and this Plan reflect the recommendations outlined within the HMEP Highway Infrastructure Asset Management Guidance document.
- 12.2 This Plan has been produced to be a catalyst for driving improvements and efficiencies in the way highway maintenance activities are carried out in Cambridgeshire. Whilst specific benefits are being targeted there are ongoing improvement actions that are required to help realise and optimise these benefits.
- 12.3 Key areas for improvement and development include:
- Working with Peterborough City Council and Skanska to maximise opportunities to jointly develop the asset management approach
 - Refinement of data and systems to enhance life cycle planning for key assets

13. Management of the Plan

13.1 Responsibilities

The table below shows the key officers who have ultimate responsibility for the delivery of the HOS.

Fig 21: Responsibilities for Highway Asset Management Activities

Plan element	Main Council Position(s) Responsible
HOS Document	- Highways Asset Manager
HOS implementation and improvements	- Highways Asset Manager - Asset Planning Manager
HOS document updating and reporting	- Asset Planning Manager
Finance and Valuation	- Highways Asset Manager - Asset Planning Manager
HOS Data	- Asset Planning Manager
HOS Risk	- Assistant Director - Highways - Highways Asset Manager
Delivery of Lifecycle Plan outputs (Carriageway, Footway, Traffic Signals, Structures)	- Assistant Director – Highways - Signals and Systems Manager - Maintenance Manager - Highways Projects and Road Safety Manager - Traffic Manager
Monthly Performance Reports	- Maintenance Manager
Annual Options and Performance Report	- Highways Asset Manager - Asset Planning Manager
Communication Strategy	- Assistant Director - Highways - Highways Asset Manager
Highway Asset Management Policy and Strategy	- Assistant Director - Highways - Highways Asset Manager

14. Links to associated documents and references

The following documents are key components of the County Council's approach to Highway Asset Management and have direct links to this Plan

- a) **Cambridgeshire County Council's Highway Asset Management Policy.** The Highway Asset Management Policy describes the principles adopted in applying asset management and how they link to the Council's Corporate and LTP Objectives
- b) **Cambridgeshire County Council's Highway Asset Management Strategy.** Sets out the strategy of how highway infrastructure asset management is to be delivered
- c) **Cambridgeshire County Council's Highway Capital Maintenance Programme.** The County Council's Forward Programme of Highway Capital Maintenance and Improvement Schemes (3 Year)

- d) **Cambridgeshire County Council's 3rd Local Transport Plan.** The Council's high level plan that contains details of the improvement and maintenance priorities for transport within Cambridgeshire
- e) **Cambridgeshire County Council's Winter Maintenance Plan.** The Winter Maintenance Plan documents how the Winter Service will be delivered and shows which parts of the network will be treated
- f) **Cambridgeshire Highways Business Plan and Contract Transition Risk Register.** Used to manage and monitor the performance of risks associated with the Highway Services Contract. The business plan lays out a programme of further developments and improvements to highway service delivery
- g) **Cambridgeshire County Council's Rights of Way Improvement Plan.** A document covering the whole of Cambridgeshire, setting out how the authority intends to improve the management, provision and promotion of public rights of way in the county
- h) **Well Maintained Highways – 2005.** National Code of Practice for Highway maintenance and management - superseded version
- i) **Well-Managed Highway Infrastructure: A Code of Practice – 2016.** National Code of Practice for highway maintenance and management – current version
- j) **Cambridgeshire's Local Flood Risk Management Strategy.** Produced by the County Council as the Lead Local Flood Authority for Cambridgeshire (LLFA). Focuses on local flood risk from surface water (incl. highway surface water), groundwater and ordinary watercourses, and identifies the responsibilities for flooding within the county and enables a range of organisations to work together to improve the management of flood risk
- k) **Cambridgeshire County Council's Traffic Monitoring Report.** Annual report that publishes the results of the Traffic Census and associated information

15. Glossary

Terminology	Definition
ADEPT	Association of Directors of Environment, Economy, Planning and Transport (formerly County Surveyors Society -CSS)
Asset Management	A strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers
Asset Management Regime	Comprises the organisational structure and business processes, asset management planning and work planning and information management and systems that enable asset management to be effectively planned and delivered

Terminology	Definition
Asset Management System	The hardware and software that supports Asset Management practices and processes. Used to store the asset data and information
Asset Valuation	The procedure used to calculate the asset value
Authority	A collective term used to refer to the asset owner
BCI	Bridge Condition Indices – Indicator used to assess the condition of Highway structures
Cambridgeshire Highways	The partnership between Cambridgeshire County Council and Skanska delivering Highway Services on behalf of the County Council
Council or County Council or CCC	Cambridgeshire County Council
CROW	Countryside and Rights of Way Act 2000
CVI	Coarse Visual Inspection
Data	Numbers, words, symbols, pictures, etc. without context or meaning, i.e. data in a raw format.
Deflectograph	Machine survey that measures the deflection of a pavement, determining its structural condition
DfT	Department for Transport
DRC	Depreciated Replacement Cost
DVI	Detailed Visual Inspection
FNS	Footway Network Survey
Symology	Supplier of Cambridgeshire County Council's Computer Based Highway Management System
GRC	Gross Replacement Cost
Highway Network	Collective term for publicly maintained facilities laid out for all types of user, and for the purpose of this guidance includes, but is not restricted to, roads, streets, footways, footpaths and cycle routes.
HMEP	Highway Maintenance Efficiency Programme
HOS	Highway Operational Standards - A plan for managing the transport asset base over a period of time in order to deliver agreed target Levels of Service, in the most cost effective manner.
IHMC	Integrated Highway Management Centre
IMO	The County Council's Infrastructure Management and Operations Directorate
KPI	Key Performance Indicator
LA	Local Authority

Terminology	Definition
Service Standards	A statement of the performance of the asset in terms that the stakeholder can understand. They cover the condition of the asset and non-condition related demand aspirations, i.e. a representation of how the asset is performing in terms of both delivering the service to stakeholders and maintaining its physical integrity at an appropriate level. Service Standards typically cover condition, availability, accessibility, capacity, amenity, safety, environmental impact and social equity.
Lifecycle Plan	A considered strategy for managing an asset, or group of similar assets, from conception construction (planning and design) to disposal. A lifecycle plan should give due consideration to minimising costs and providing the required performance.
LTP	Local Transport Plan
Maintenance	A collective term used to describe all the activities and operations undertaken to manage and maintain highway assets, e.g. inspection, assessment, renewal, upgrade etc.
Maintenance Strategy	The overarching approach to maintenance that is aimed at delivering the overall Asset Management Strategy and associated performance targets.
Monitoring	Observation or measurement repeated periodically or continuously over time.
NI	National Indicators
Owner	A collective term used to refer to any owner of a highway asset, i.e. highway authorities and other owners. Also see authority.
PMS	Pavement Management System (County Council's is WDM)
Performance	A term used to describe the service delivered as measured by a series of levels of service. It comprises both condition and non-condition measures (i.e. safety, accessibility, etc).
Performance Measure	A generic term used to describe a measure or indicator that reflects the performance and/or condition of an asset, e.g. Best Value Performance Indicators.
PROW	Public Right of Way
RCI	Road Condition Index – used to assess road condition
Residual Risk	Remaining risk after implementation of risk treatment or control
Reconstruction	Surfacing technique that replaces all layers of a road / footway
Resurfacing	Surfacing technique that replaces the top layer of a road / footway
Risk	Chance of something happening that will impact on objectives
Risk Assessment	The process of risk identification, risk analysis and risk evaluation

Terminology	Definition
Risk Evaluation	Comparison of the risk score against the risk tolerance
Risk Identification	The process of determining what, where, when, how and why something could happen
Risk Management	The chance of something happening which will have an impact on corporate, departmental, tactical, operational or project objectives
Risk Reduction	Action taken to lessen the likelihood, negative consequence or both
ROW	Rights of Way
ROWIP	Rights of Way Improvement Plan
RTPI	Real Time Passenger Information
SCANNER	Surface Condition Assessment of the National Network of Roads
SCRIM	Sideway-force Coefficient Routine Investigation Machine
Stakeholder	An individual, group, body or organisation with a vested interest in the management of the transport network, e.g. authority/owner, public, users, community, customers, shareholders and businesses.
SuDS	Sustainable Drainage System
Surface Treatment	Preventative surfacing that prolongs the life of a road / footway. (surface dressing, slurry seals, micro asphalts, asphalt rejuvenators)
Treatment Option	A possible treatment type that can be used for the maintenance of an asset.
UKPMS	United Kingdom Pavement Management System
Value Engineering	Development of optimal solutions for prioritised maintenance needs using option appraisal, whole life costing, scheme development, and synergies with other highway schemes.
WGA	Whole Government Accounts
Whole Life Cost	Total cost of the asset over the term of its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal.

Appendices

Appendix A - Highway Safety Inspections – Cat 1 (1a and 1b) Defect Investigation levels

Appendix B - Reactive Maintenance Investigatory levels for Category 2 defects

Appendix C – Communications Strategy

Appendix D – BCI and RCI Indices

Appendix E – Highway Capital Maintenance Programme Flow Charts

Appendix F – Highway Standards and Enforcement

Appendix G – Life Cycle Plans

Appendix H – Skid Resistance Policy

Appendix I - Adoption of Non-Motorised User (NMTU) Routes

Appendix J – Definitive Map Modification Order and Public Path Order Statement of Priority

Appendix K – Road Classification Policy

Appendix L – Street Lighting Policy

Appendix M – Highway Capital Maintenance Programme

Appendix N – Traffic Signals Design and Operational Guidance

Appendix A

Highway Safety Inspections – Cat 1 (1a and 1b) Defect Investigation levels

Item		Defect	Investigatory Level	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Carriageway	Strategic and Main Distributor Roads	Pothole/spalling/ Depression/sunken cover	40mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	40mm depth (> 20mm width)	5 days	21 days
		Ridge/Hump Depression/sunken cover	40mm depth height	5 days	21 days
		Surface Crowning	75mm high and less than 300mm wide	5 days	21 days
	Secondary Distributor Roads	Pothole/spalling Depression/sunken cover	50mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	50mm depth (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	50mm depth height	5 days	21 days
		Surface Crowning	75mm high and less than 300mm wide	5 days	21 days
	Link and Local Access Roads	Pothole/spalling/ Depression/sunken cover	50mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	50mm depth (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	50mm depth height	5 days	21 days
		Surface Crowning	75mm high and less than 300mm wide	5 days	21 days
	Minor Roads	Pothole/spalling/ Depression/sunken cover	80mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	80mm depth (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	80mm depth	5 days	21 days
		Surface Crowning	75mm high and less than 300mm wide	5 days	21 days

Item		Defect	Investigatory Level	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Cycleway (part of Carriageway)	Strategic and Main Distributor Roads	Pothole/spalling/ Depression/sunken cover	40mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	40mm depth (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	40mm height	5 days	21 days
	Secondary Distributor Roads	Pothole/spalling/ Depression/sunken cover	50mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	50mm depth (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	50mm height	5 days	21 days
	Link and Local Access Roads	Pothole/spalling/ Depression/sunken cover	50mm depth (where metalled) (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	50mm depth (where metalled) (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	50mm height (where metalled)	5 days	21 days
	Minor Roads	Pothole/spalling/ Depression/sunken cover	80mm depth (where metalled) (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	80mm depth (where metalled) (> 20mm width)	5 days	21 days
		Ridge, Hump, Depression/sunken cover	80mm height (where metalled)	5 days	21 days

Item		Defect	Investigatory Level	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Footways and Cycleways	Category FW1, FW2 & FW3 footways Category CY1 & CY3 Cycleways	Trip/pothole/sunken cover	25mm high/deep (75mm across in any horizontal direction)	36 hours	21 days
		Rocking slab/block	25mm high/deep	36 hours	21 days
		Open joint	>25mm wide and >25mm deep	36 hours	21 days
		Depression	>25mm deep and >600mm wide in any horizontal direction	36 hours	21 days
	All Other categories	Trip/pothole/sunken cover	25mm high/deep (75mm across in any horizontal direction)	36 hours	21 days
		Rocking slab/block	25mm high/deep	36 hours	21 days
		Open joint	>25mm wide and >25mm deep	36 hours	21 days
		Depression	>25mm deep and >600mm wide in any horizontal direction	36 hours	21 days
Kerbs, Edging and Channels		Misaligned/ Loose/rocking	50mm horizontally/vertically	36 hours	21 days
		Missing	Missing kerb	36 hours	21 days
Verges		Sunken area adjacent and running parallel with c/way edge	150mm depth and 5m longitudinal	5 days	21 days

Item		Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Iron works	Carriageway	Gaps within framework (other than designed by manufacturer) causing a hazard	Present	2 hours	NA
		Level differences within framework	20mm	36 hours	NA
		Rocking covers	20mm	36 hours	NA
		Cracked/broken covers	No Cat 1 (1a or 1b) defect	NA	NA
		Worn/polished covers	No Cat 1 (1a or 1b) defect	NA	NA
		Missing covers	Missing	2 hours	NA
	Footway/ Cycleway	Gaps within framework (other than designed by manufacturer) causing a hazard	Present	2 hours	NA
		Level differences within framework	20mm high/deep	2 hours	NA
		Rocking covers	20mm high/deep	2 hours	NA
		Cracked/broken covers	No Cat 1 (1a or 1b) defect	NA	NA
		Worn/polished covers	No Cat 1 (1a or 1b) defect	NA	NA
		Missing covers	Missing	2 hours	NA
	Verge	Missing cover or damaged cover	Yes	2 hours	NA
Flooding		Standing water 2 hours after cessation of rainfall which inhibits the free flow of traffic	Yes if leading to network restrictions/safety concerns – warning signs /other mitigation deployed	2 hours	NA
		Substantial running water across carriageway/footway	Yes if leading to network restrictions/safety concerns – warning signs /other mitigation deployed	2 hours	NA
Drainage		Blocked gully (silted above outlet)	Yes if leading to network restrictions/safety concerns or risk to property	2 hours	NA
		Collapsed/blocked/settled items or systems	Yes if leading to network restrictions/safety concerns	2 hours	NA

Item		Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Road Markings	Strategic	Missing or obscured	Give Way, Stop lines Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
	Main & Secondary Distributors	Missing or obscured	Give Way, Stop lines Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
	Local, Link & Minor	Missing or obscured	Give Way, Stop lines Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 defect	NA	NA
	Footways and Cycleways	Missing or obscured	Give Way, Stop lines Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
Road Studs		Missing stud leaving hole	As carriageway / footway / cycleway pothole criteria	-	-
		Displaced road stud (not rubber insert) on carriageway, footway or cycleway, causing a hazard	Present	2 hours	NA
Signs & traffic signals		Damaged/misaligned item causing a hazard	Present	2 hours	NA
		Missing or obscured item causing a hazard	Present	2 hours	NA
		Signals not operating correctly/malfunctioning	Present	2 hours	NA
		Exposed wiring	Present	2 hours	NA
		Missing door to item	Present	2 hours	NA
		Item missing	Present	2 hours	NA
Street Furniture		Item damaged or misaligned causing a hazard	Present	2 hours	NA
		Item missing causing a hazard	Present	2 hours	NA
Hedges and trees		Unstable tree causing danger of collapse onto highway	Present	2 hours	NA
		Overhanging tree leading to loss of height clearance over carriageway, footway or cycleway	No Cat 1 (1a or 1b) defect	N/A	NA

Item	Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Highway general	Oil / debris / mud / stones / gravel likely to cause a hazard	Present	2 hours	NA
	Illegal signs	Causing a safety hazard	2 hours	NA
	Obstructions in the highway	Causing a safety hazard	2 hours	NA
	Obstructed sight lines	Causing a safety hazard	2 hours	NA
	Unauthorised ramps in carriageway	Causing a safety hazard	2 hours	NA
	Embankment and cuttings apparently unstable	Present	2 hours	NA
Other dangers to the public	Anything else considered dangerous	Present	2 hours	NA
Graffiti Removal from County Council owned assets	Graffiti will be removed from CCC owned assets that is: <ul style="list-style-type: none"> • offensive, gang related, insulting or against public interest • likely to encourage more graffiti or tagging • inappropriate for the location or out of keeping with the surrounding area • a cause of complaints to the Council • on a listed building or in a conservation area • libellous or potentially libellous • intimidating 	For offensive graffiti	5 days	NA
All 2 hours make safe emergencies will be permanently repaired in 28 days or as part of the next scheme 5 days = 5 calendar days				
Current contractor completion timescale from date of order A – Emergency 2 hour response 1 – Cat 1a non-pothole 36 hour response 2 – Cat 1a pothole 5 day response 3 - Cat 1b 21 day response				

Appendix B

Reactive Maintenance Investigatory levels for Category 2 defects

Item		Defect	Category 2 defects	Response times
Carriageway	Strategic and Main Distributor Roads	Pothole/spalling/ Depression/sunken cover	20mm depth (75mm across in any horizontal direction)	Planned maintenance programme (Priority D)
		Gap/crack	20mm depth (>20mm width)	Planned maintenance programme (Priority D)
		Ridge/Hump Depression/sunken cover	20mm depth	Planned maintenance programme (Priority D)
		Surface Crowning	Outside of scope for intervention	Not applicable
	Secondary Distributor Roads	Pothole/spalling/ Depression/sunken cover	40mm depth (75mm across in any horizontal direction)	Planned maintenance programme (Priority D)
		Gap/crack	40mm depth (>20mm width)	Planned maintenance programme (Priority D)
		Ridge/Hump Depression/sunken cover	40mm	Planned maintenance programme (Priority D)
		Surface Crowning	Outside of scope for intervention	Not applicable
	Link, Local Access and Minor Roads	Pothole/spalling/ Depression/sunken cover	Outside of scope for intervention	Not applicable
		Gap/crack	Outside of scope for intervention	Not applicable
		Ridge/Hump Depression/sunken cover	Outside of scope for intervention	Not applicable
		Surface Crowning	Outside of scope for intervention	Not applicable

Item		Defect	Category 2 defects	Response times
Cycleway (part of Carriageway)	Strategic and Main Distributor Roads	Pothole/spalling	20mm depth (75mm across in any horizontal direction)	Planned maintenance programme (Priority D)
		Gap/crack	20mm (>20mm width)	Planned maintenance programme (Priority D)
		Ridge, Hump Depression/sunken cover	20mm	Planned maintenance programme (Priority D)
	Secondary Distributor Roads	Pothole/spalling	20mm depth (75mm across in any horizontal direction)	Planned maintenance programme (Priority D)
		Gap/crack	20mm (>20mm width)	Planned maintenance programme (Priority D)
		Ridge, Hump Depression/sunken cover	20mm	Planned maintenance programme (Priority D)
	Link, Local Access and Minor Roads	Pothole/spalling	Outside of scope for intervention	Not applicable
		Gap/crack	Outside of scope for intervention	Not applicable
		Ridge, Hump, Depression/sunken cover	Outside of scope for intervention	Not applicable

Item		Defect	Category 2 defects	Response times
Footways and Cycleways	Category FW1, FW2 & FW3 footways Category CY1 & CY3 Cycleways	Trip/pothole/sunken cover	20mm depth (75mm across in any horizontal direction)	Planned maintenance programme (Priority D)
		Rocking slab/block	20mm vertical movement	Planned maintenance programme (Priority D)
		Open joint	>20mm wide and >25mm deep	Planned maintenance programme (Priority D)
		Depression	20mm depth (100mm x 50mm horizontally)	Planned maintenance programme (Priority D)
	All Other categories	Trip/pothole/sunken cover	20mm depth (75mm across in any horizontal direction)	Planned maintenance programme (Priority D)
		Rocking slab/block	20mm vertical movement	Planned maintenance programme (Priority D)
		Open joint	>20mm wide and >25mm deep	Planned maintenance programme (Priority D)
		Depression	20mm depth (100mm x 50mm horizontally)	Planned maintenance programme (Priority D)
Kerbs, Edging and Channels		Misaligned/ Loose/rocking	20mm horizontally/vertically	Planned maintenance programme (Priority D)
Verges		Sunken area adjacent and running parallel with c/way edge	Outside of scope for intervention	Not applicable

Item		Defect	Category 2 defects	Response times
Iron works	Carriageway	Gaps within framework (other than designed by manufacturer)	As c/w criteria	-
		Level differences within framework	As c/w criteria	-
		Rocking covers	Maximum height as c/w criteria	-
		Cracked/broken covers	Present	Risk assess by LHO
		Worn/polished covers	Present	Risk assess by LHO
	Footways / Cycleways	Gaps within framework (other than designed by manufacturer)	As f/w criteria	-
		Level differences within framework	As f/w criteria	-
		Rocking covers	Maximum height as f/w criteria	-
		Cracked/broken covers	Present	Risk assess by LHO
		Worn/polished covers	Present	Risk assess by LHO
	Verge	As footway/Cycleway above		
Flooding		Substantial running water across carriageway / footway / cycleway	Link and local access cat 2 only risk assess Present	Risk assess by LHO
Drainage		Blocked gully (silted above outlet)	N/A If no network restrictions / safety concerns	N/A Risk assess by LHO
		Collapsed/blocked/settled items or systems	N/A If no network restrictions / safety concerns	N/A Risk assess by LHO

Item		Defect	Category 2 defects	Response times
Road Markings	Strategic Roads	Faded or worn markings	Where 30% loss of effective marking, refer to Road Markings and studs policy within Highways Standards and Enforcement Appendix F	Planned maintenance programme (Priority D)
	Main and Secondary Distributor Roads	Faded or worn markings	Where 50% loss of effective marking, refer to Road Markings and studs policy within Highways Standards and Enforcement Appendix F	Planned maintenance programme (Priority D)
	Link, Local Access and Minor Roads	Faded or worn markings	Where 70% loss of effective marking, refer to Road Markings and studs policy within Highways Standards and Enforcement Appendix F	Planned maintenance programme (Priority D)
	Footways and Cycleways	Faded or worn markings	70% loss of effective markings	Planned maintenance programme (Priority D)
Road Studs		Missing stud leaving hole	N/A	N/A
		Displaced road stud (not rubber insert) on carriageway, footway or cycleway, causing a hazard	N/A	N/A
Signs & traffic signals		Damaged/misaligned item causing a hazard	N/A	N/A
		Missing or obscured item causing a hazard	N/A	N/A
		Signals not operating correctly/malfunctioning	N/A	N/A
		Exposed wiring	N/A	N/A
		Missing door to item	N/A	N/A
		Item missing	N/A	N/A

Item	Defect	Category 2 defects		Response times
Street Furniture	Item damaged or misaligned causing a hazard	N/A		N/A
	Item missing causing a hazard	N/A		N/A
Hedges and trees	Unstable tree causing danger of collapse onto highway	N/A		N/A
	Overhanging tree leading to loss of height clearance over carriageway, footway or cycleway	Over Carriageway	<5.1m	Risk assess
		Over Cycleway	<2.7m	Risk assess
		Over Footway	<2.1m	Risk assess
Highway general	Oil/debris/mud/stones/gravel likely to cause a hazard	N/A		N/A
	Illegal signs	Not causing a safety hazard		Refer to HOS Appendix F
	Obstructions in the highway	N/A		N/A
	Obstructed sight lines	N/A		N/A
	Unauthorised ramps in carriageway	Not causing a safety hazard		Refer to HOS Appendix F
	Embankment and cuttings apparently unstable	N/A		N/A
Graffiti Removal from County Council owned assets	Graffiti will be removed from CCC owned assets that is: • offensive, gang related, insulting or against public interest • likely to encourage more graffiti or tagging • inappropriate for the location or out of keeping with the surrounding area • a cause of complaints to the Council • on a listed building or in a conservation area • libellous or potentially libellous • intimidating	For other graffiti types		To be reported to and removed by the environmental services department of local District/City Council in line with their procedures
Current contractor completion timescale from date of order D – Planned maintenance programme 13 weeks E – Planned maintenance programme 28 days F – Planned maintenance programme 14 days				

Appendix C

Highway Operational Standards Communications Strategy

1. Executive Summary

1.1 This strategy supports the Highway Operational Standards (HOS). The Strategy sets out how the implementation of the asset management approach will be communicated to stakeholders and emphasises the benefits of asset management.

1.2 This strategy aims to provide information for use by Place and Economy staff, the Corporate Communications Team and Members.

1.3 This strategy is designed to provide a clear framework for relevant information associated with asset management to be actively communicated through engagement with relevant stakeholders in a consistent, co-ordinated and considered approach.

2. Background and Vision

2.1 The HOS intends to maximise the life of highway assets by adopting a longer term approach in the selection of schemes requiring maintenance interventions. Communication of this approach, as well as the way that work is undertaken needs to be in accordance with Local Government communication objectives, in particular the aims of the **Cambridgeshire Highways Communications Strategy**.

2.2 Activities delivered under the HOS can be split into three categories for the purposes of communications – planned, cyclic and reactive.

2.2.1 Planned activities include improvement schemes, planned maintenance works and other projects that have developed ahead of time.

2.2.2 Cyclic activities are the regular works that take place periodically. These include surface dressing, grass cutting, gully cleansing, weed treatments and gritting.

2.2.3 Reactive activities present the most common form of public interaction – reported potholes and other highway faults.

3. Objectives

3.1 Communications should be in line with the **Cambridgeshire Highways Communications Strategy**, with particular focus on the following elements:

- **Communicating through a variety of channels**
 - Be clear about the level of influence stakeholders have
 - Be open and make information available
 - Use consistent messages
 - Manage expectations
 - Be digital by design and make use of corporate social media resources

In addition, communications should

- use Plain English (see guide here <http://www.plainenglish.co.uk/free-guides.html>)
- be tailored to their target audience or medium
- direct to further resources when appropriate
- be proactive about keeping the public informed about how ‘their’ money is being spent

3.2 Communications should align with Cambridgeshire County Council’s ethos of community engagement, providing a consistent, friendly approach. In addition to the use of plain English, authoritative, demanding or absolute language should only be used when absolutely necessary.

3.3 Communication is proactive; the public is informed of planned work in advance and completed work is publicised, raising the profile of HOS activities.

4. Audiences

4.1 Engaging with stakeholders to understand their needs and expectations provides the information needed to determine and review the service of asset management activities.

4.2 Externally, the highway network is often of significant interest to the public, Local Members and the media. Internally, highway activities are of interest to Major Infrastructure Delivery (MID), Transport and Infrastructure, Policy and Funding (TIPF), and the Highways Service.

4.2.1 Reactive activities represent the majority of public interactions with the service. Communication in this area has been poor historically and represents a great opportunity to look at lessons learnt and make significant improvements.

4.2.2 Involvement of members will be either at a local member level through spokespersons or the relevant committee as appropriate. Whilst selection of highway maintenance work will be driven predominantly by condition criteria, the role of local members to challenge is vital in ensuring that local priorities are incorporated into delivery plans.

4.2.3 Communication advice can be sought from the Corporate Communications Team and any contact with media will be through the Corporate Communications Team. Consistent messaging will be essential and improved liaison internally will help achieve this.

4.2.4 Internally, staff can speak to the Corporate Communications Team to ensure staff across the organisation are aware of the work. A consistent programme of communications between the communications team and project teams should be considered a long term aim. Improved liaison between corporate communication, MID/TIPF and Highways staff should be considered an area for development.

4.3 Stakeholder analysis

Influence	High	(Keep Satisfied) Department of Transport (DfT)	(Key Players) Members Place and Economy/Highways Management Cambridgeshire Highways Local Media
	Low	(Monitor) -	(Keep Informed) Town and Parish Councils Local Community Groups General Public Contact Centre District Councillors
		Low	High
	Interest		

Table 1 – map of stakeholders scored against their influence and interest

5. Communication Tools and Activities

5.1 Cambridgeshire County Council must ensure it is working in an open and transparent way, asset management activities are of no exception. The Authority therefore needs to ensure a wide range of information is easily available, and accessible, to the public.

5.2 Cambridgeshire County Council must communicate how decisions are made in the assessment, programming and delivery of asset management activities, including maintenance works.

5.3 No additional branding is required for the HOS. All communications should adhere to the County Council's normal branding requirements.

5.4 Communications tools – Cambridgeshire County Council has a variety of communication processes in place to provide transparency in the planned, cyclic and reactive maintenance approach using a range of channels to reach as many audiences as possible. **Please speak to the Corporate Communications Team for advice:**

Engagement	Target	Tool	Regularity/detail s	Responsibility
Key Players	Members Place and Economy/ Highways Management Cambridgeshire Highways	Face to Face meetings	As required to discuss development and future changes	Highways Asset Manager/Assistan t Director- Highways
Keep Informed	General public	Press releases	Key seasonal milestones, large consultations and notable changes to policy	Corporate Communications
		Letters to residents/ businesses	In advance of the work	Project manager in conjunction with corporate communications
		Highways Fault Reporting Tool	Every report made resulting in standard emails to customer.	Asset Systems Manager / Highways officers
		Social Media	Seasonal, end of projects etc. regular positive messages and engagement	Corporate Communications
		Website	In advance of the work and throughout	Information Services
	Contact Centre/District Councillors/Local Community Groups	Direct Email	Start of seasonal works, relevant projects, changes to policy etc.	Highways Officers
	Town and Parish Councils	LHO liaison	Daily/weekly as appropriate to establish new patterns of work	LHOs
Keep Satisfied	DfT	Web	Monthly statistics	Asset Systems Manager
		Direct report	As required for additional funding	Highways management
Monitor				

Table 2 – Table of audience related communication tools

5.5 Planned activities

5.5.1 On successful completion of a project / activity, **liaise with the corporate communications team** about promoting the work. In addition, a 'factsheet' has been developed to remind Highways staff to engage with members throughout planned works. This ensures members can help staff communicate our plans and decisions adequately to the public. All communications should be issued by the officer managing the works in conjunction with corporate communications. If works require a road closure, IHMC should be informed when the road is reopened.

5.5.2 Planned activities should all be included in the Highway Capital Maintenance Programme (HCMP). It has been noticed that there is potential to improve our communication regarding schemes within the HCMP. Because HCMP schemes are planned in advance there is an opportunity to inform stakeholders about the works in advance. A project is therefore under way to create an interactive, publically accessible map that shows all HCMP projects months in advance. The works will be colour co-ordinated and seen as 'pins' on a map detailing the extent of the works planned. Ensuring that this project is completed and kept up to date should be included as part of the HOS project.

~~**5.5.3** An accompanying downloadable HCMP could also be written for public consumption, with complex tables and figures confined to appendices. Press release and social media should announce updates to the HCMP.~~

5.6 Cyclic activities

~~**5.6.1** There is an existing communications plan associated with cyclic activities. The plan aligns with this strategy. Key stakeholders receive copies of planned schedules and a press release is arranged before the start of a work programme. For surface dressing, which has a higher profile due to traffic disruption, affected streets are published via the web and social media, with daily updates being directed through @cambs_traffic twitter feed held by IHMC and picked up by corporate Twitter and Facebook channels when appropriate. Full details can be found in the Cyclic Communications plan at the end of this appendix.~~ There is an existing communications plan associated with cyclic activities. The plan aligns with this strategy. Key stakeholders receive copies of planned schedules and liaison with the corporate communications team before the start of a work programme is vital.

5.7 Reactive activities

5.7.1 Cambridgeshire County Council has been taking fault reports online for over 4 years; however improvements have been identified through lessons learnt. Therefore a new improved Fault Reporting System is being implemented to allow residents to report a range of highway faults, such as potholes, signage, flooding, traffic lights and street lighting.

5.7.2 The new system answers much of the criticism levelled at the previous fault reporting site where users' responses suggested it was difficult to understand if work was being actioned or not due to poor communication feedback. The new system will improve on this and provide timely information about how a fault is being progressed on the site and via automated emails.

5.7.3 Feedback on the current system has been received from residents, local councillors from all tiers, as well as local citizen journalists and bloggers.

5.7.4 Improving the online fault reporting system will also help save the taxpayer money. The cost of recording a fault online is £0 compared to a reporting via the Contact Centre which costs up to £3. In 2013, the contact centre took over 17,500 calls which could have been dealt with by the customer online. Over a year we could therefore potentially save around £40,000.

5.7.5 The launch of the new system comes at a time when the Digital First agenda aims to reduce costs by encouraging people to use online local government services. The new Fault Reporting System will be tested for 1 month prior to an official launch. This offers local people the chance to give their views and feedback on the new site. For this a SmartSurvey has been set up to analyse responses. We want to make sure that the site works to its best ability and ensure all lessons learnt are incorporated into the new site.

5.7.6 Taking on board feedback and lessons, the new Fault Reporting System will include:

- Full screen mapping
- The app works on any device, including iPhone and Android devices
- You can attach a photo of the defect to your report
- Status updates are seamless and detailed
- Holistic customer experience, allowing redirection to other highways related services, for example street lighting.

5.7.7 Alongside the new Fault Reporting System, a further improvement has been identified. When reported faults are not scheduled to be fixed, due to them not reaching our intervention level criteria, a new webpage has been developed to detail these criteria in a more user friendly and accessible format. Currently, the HOS reactive maintenance intervention levels are appended to the HOS, an 81 page document. Many calls were being transferred to LHOs from people complaining that their reported issue isn't being fixed, therefore this new page details simply our intervention levels, reducing these calls.

5.7.8 The more accessible and user friendly process of reporting a highway fault to the authority will ensure we act in an open and transparent way, as set out in the objectives above. By acting in an open way, the decision making process for reactive activities is clear. Making our intervention levels accessible and creating a 'one stop shop' for all highway issues demonstrates how the authority makes its decisions and communicates this clearly to the customer. This also helps to manage expectations.

5.7.9 With the new Fault Reporting System in place, users will not have to manually track their reported fault. Instead, a traffic light system will be used with green, yellow, amber and red pins. At each stage an automated email will also be sent informing the reporter of how we are progressing and next steps.

5.7.10 The aim of this new system is ultimately to demonstrate the challenging financial constraints the authority is facing, making the best use of the available funds which ultimately keeps the whole network in the best condition possible.

5.7.11 Highway defects are a major area of requests for the service and can include complaints or claims. This new process will improve our quality of communication providing a high quality service.

6. Risks

6.1 Resources – with HOS changes affecting an extremely wide range of activities, it is vital that any communication plan is consistently achievable with the resources available.

6.2 Raised expectations – the direction proposed by this strategy increases the amount of information given to the public about work being undertaken on Cambridgeshire's highways. It is important to ensure that this does not create an appetite for further communication that would place an unreasonable burden on services.

6.3 Data integrity – with a drive towards digital by design and the use of online mapping to demonstrate planned and potentially cyclic activities, it is vital that digital records are kept in one place and that is the source referred to by all parties. Officer use of individual or offline records is likely to result in misinformation for the public.

Cyclic communication plan

Workstreams

1. Green Maintenance
2. Winter Maintenance
3. Gullies/Flooding
4. Surface Dressing

Levels of communication – in conjunction with corporate communications team

- County
 - Countywide information
 - ~~Press releases ("That time of year again", facts, promotion)~~
 - Generic – sent to all Council levels and areas
- Parish / Town
 - Drawn from works programme
 - Targeted to individual parishes
 - Specific information sent to specific Councillors
- Street
 - Letter drop to residents
 - On street signage
 - Works process leaflet (from contractor) to residents
- Road user
 - IHMC daily tweet of roads affected by works

Set up

Establish distribution lists (groups that need contacting e.g. emergency services etc.) for each work stream with business support. Business Support should then manage the lists to keep them up to date (changes to councillors, staff etc), but Network Management remain responsible for asking for groups to be added/removed.

1. 'Green' Maintenance (grass cutting, tree works, weed spraying)

Start of programme:

- Create works program with locations and intended dates. Append the following statement and save to pdf. "The programme shown here is for guidance only and should not be published as definite. Work can be affected by a number of factors including weather conditions and the date or duration of works is subject to change without notice."
- Send pdf to business support for distribution to affected County, District and parish Cllrs, LHOs etc. (as per agreed distribution list).
- ~~Contact corporate communications to arrange a positive press message about the programme — "With recent rainfall and the approaching summer, the County Council is springing into action to keep highway verges trim and trees under control..." Liaise with corporate communications about how to positively get the message across about the programme~~

Daily during programme

If any works are likely to cause a delay, ensure that notification is sent to ihmc@cambridgeshire.gov.uk for twitter

2. Winter Maintenance

Start of programme

- Make sure the gritting maps (interactive and pdf) online are up to date for the season
- ~~Liaise with Contact corporate communications to arrange positive press messages about winter maintenance — "The County Council's fleet of gritters stands ready to keep Cambridgeshire moving if cold weather draws in..." ensure that this release mentions the ability to check routes online and the work of winter volunteers~~

Daily

- If gritting takes place, email ihmc@cambridgeshire.gov.uk and communications@cambridgeshire.gov.uk to keep them informed. Make sure this includes requests for winter volunteers

3. Gullies/Flooding

Start of programme

- Create works programme with locations and intended dates. Ensure the public is aware the "The programme shown here is for guidance only and should not be published as definite. Work can be affected by a number of factors including weather conditions and the date or duration of works is subject to change."
- Send pdf to business support for distribution to affected County, District and parish Cllrs, LHOs etc. (as per agreed distribution list)
- ~~Contact corporate communications to arrange a positive press message about the programme — "The heavy rainfall in recent seasons underlines the important work of ensuring that our roads drain properly..." to arrange messages about the programme daily~~

Daily

Send updates on any flooding to ihmc@cambridgeshire.gov.uk and communications@cambridgeshire.gov.uk (in line with normal flood procedure)

4. Surface Dressing

Start of programme

- Works programme with locations and intended dates uploaded on the CCC corporate website prior to works commencing informing stakeholders of our intended schedule. This will be updated on a weekly basis as work can be affected by a number of factors including weather conditions and the date or duration of works is subject to change.
- Send pdf to business support for distribution to affected County, District and parish Cllrs, LHOs etc. (as per agreed distribution list).
- Contact corporate communications to arrange ~~a positive press~~ messages about the programme. ~~“The County Council is about to begin its annual programme of surface dressing...”~~
- A new information leaflet has been created to help our pro-active engagement with properties affected by the works. Homes adjacent to the works will receive a ‘what to expect’ leaflet with FAQs.
- Increased number of signs will be erected on site around ~~two weeks 7 days~~ before works begin with a letter from Skanska detailing the dates of the works.
~~Daily updates on the resurfacing programme will be posted on twitter @cambs_traffic and the Council's Facebook page~~

Appendix D

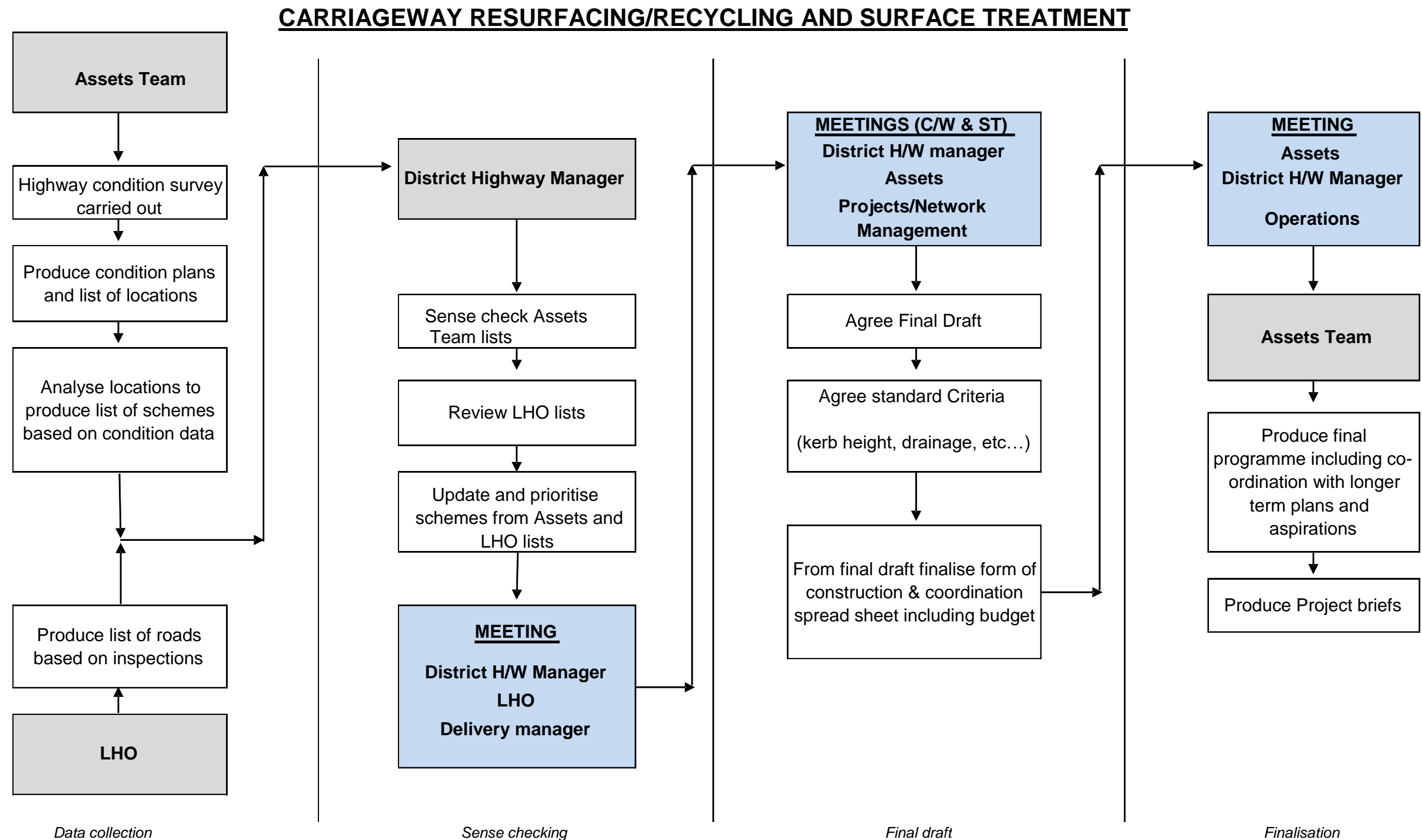
Road Condition Index - RCI

RCI Score Range	RCI Road Condition Description	RCI Road Condition Description
Between 0 & 40 Green	Good Condition	Minor defects and/or deterioration
Between 40 & 80 Yellow Amber-2	Plan investigation soon	Moderate defects and/or deterioration present)
Between 80 & 100 Amber-4	Plan investigation soon	Significant defects and/or deterioration present)
100 + Red	Plan maintenance soon	Major defects and/or deterioration

Bridge Condition Index - BCI

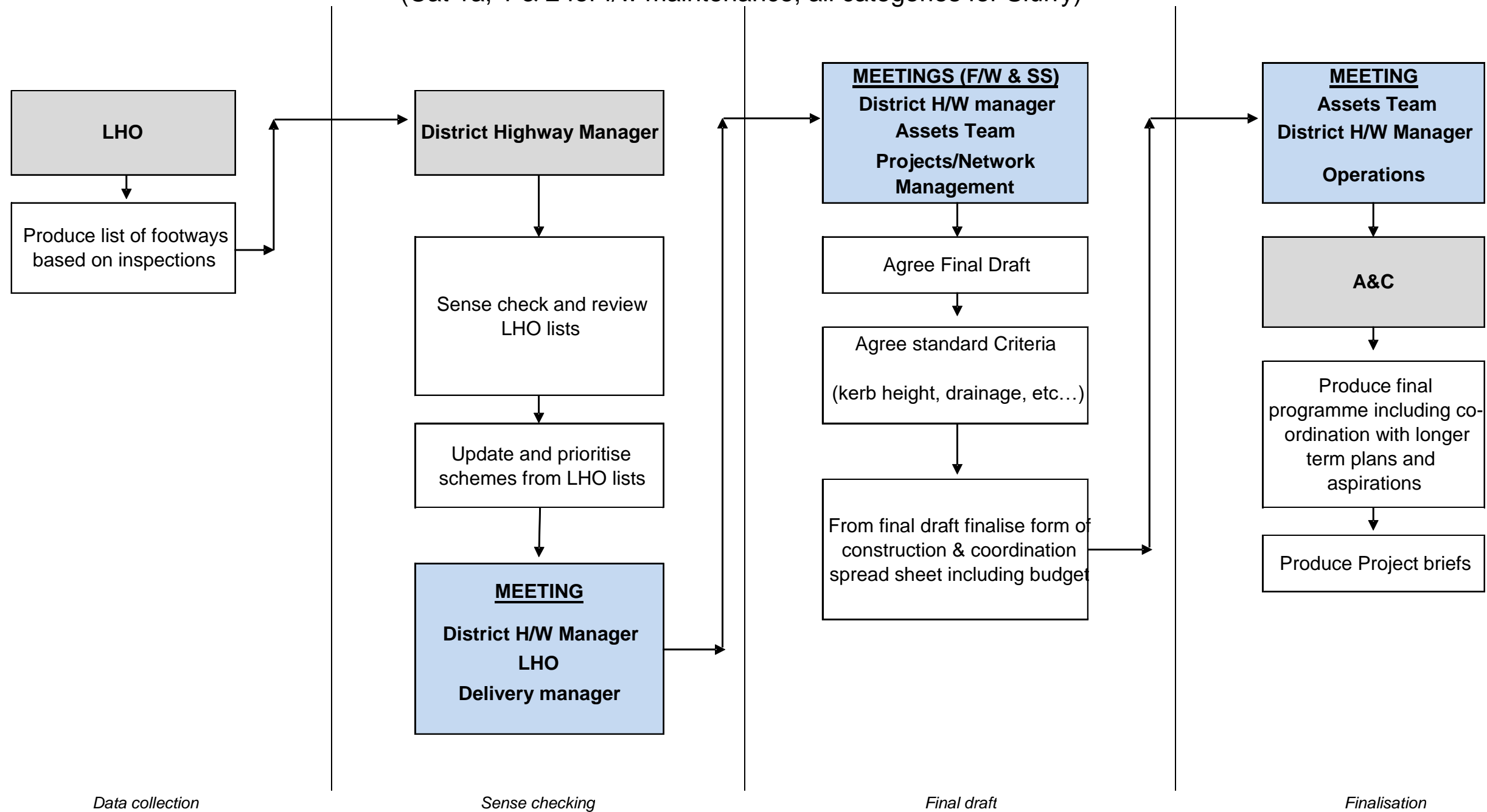
BSCI Range	Bridge Stock Condition based on BSClav	Bridge Stock Condition based on BSClcrit
100–95 Very Good	Bridge stock is in a very good condition.	Very few critical load bearing elements may be in a moderate to severe condition. Represents very low risk to public safety.
94–85 Good	Bridge stock is in a good condition	A few critical load bearing elements may be in a severe condition. Represents a low risk to public safety.
84–65 Fair	Bridge stock is in a fair condition	Wide variability of conditions for critical load bearing elements, some may be in a severe condition. Some bridges may represent a moderate risk to public safety unless mitigation measures are put in place.
64–40 Poor	Bridge stock is in a poor condition	A significant number of critical load bearing elements may be in a severe condition. Some bridges may represent a significant risk to public safety unless mitigation measures are put in place.
39–0 Very Poor	Bridge stock is in a very poor condition.	Many critical load bearing elements may be unserviceable or in a dangerous condition. Some bridges may represent a high risk to public safety unless mitigation measures are put in place.

Appendix E

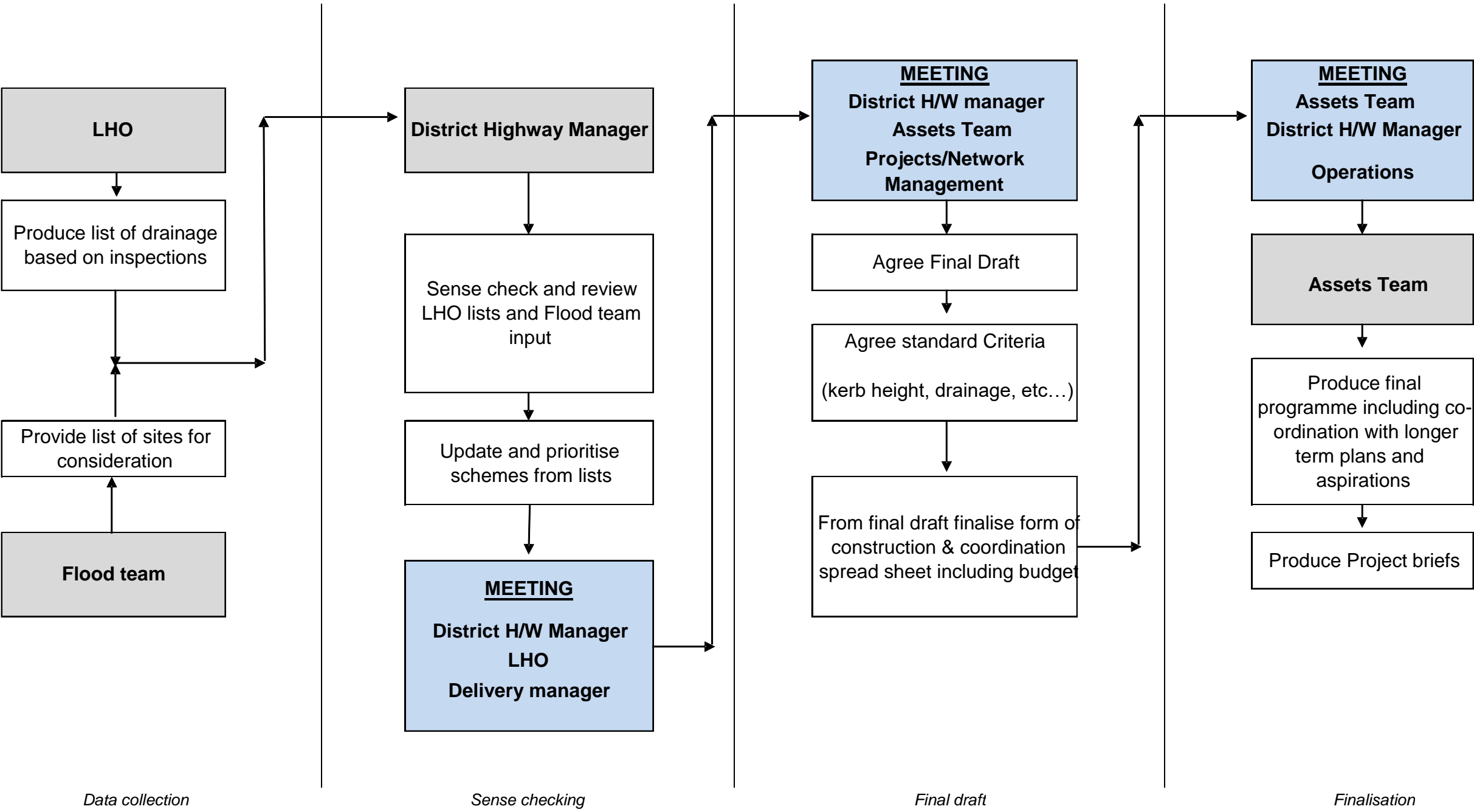


FOOTWAY/CYCLEWAY RESURFACING & SLURRY SEALING

(Cat 1a, 1 & 2 for f/w maintenance; all categories for Slurry)



DRAINAGE



Cambridgeshire County Council's

Highway Standards and Enforcement

Revised April 2018 ~~February 2017~~

Cambridgeshire County Council
Highway Standards and Enforcement

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1. Introduction

This document sets out the standards that apply to the operation of the highway network in Cambridgeshire excluding the rights of way network, motorways and trunk roads. The document identifies areas of highway enforcement and the process by which the enforcement is undertaken.

The Standards and Enforcement document has been drafted to contain standards that are necessary to:

- ensure safety
- comply with legislation
- manage the risk of litigation or claim
- protect the council's reputation
- encourage investment by third parties
- embrace the Localism agenda
- focus on local priorities

This is Cambridgeshire County Council's list of standards related to the operation of the highway. Whilst we have endeavoured to capture the majority of topics, the list is by no means exhaustive. Each standard provides a statement of intent and where appropriate links to the available supporting documentation **standard forms** and guidance as appropriate.

2. A-Boards

A-Boards may require planning permission from your District or City Council. A-boards should be on private land off the Highway, or within the tables and chairs enclosure (subject to having a valid table and chair licence) to:

- Minimise clutter
- Support traffic management
- Promote safety
- Support local business

Cambridge City Council are responsible for the management and enforcement of A-boards with Cambridge City.

3. Abandoned Vehicles on the highway

Vehicles that are abandoned on the public highway are dealt with by the Environmental Health Department of the local District or City Council.

4. Access Protection

Access protection markings will normally only be permitted where the access has the necessary planning permissions (if required), a properly constructed footway crossing and dropped kerb and there is sufficient area of off-street parking available appropriate

to the length of marking requested. The property owner is expected to meet the cost of providing and maintaining any requested access protection marking.

Within locations where area wide parking controls are applied in line with county parking policy, existing access protection markings will be replaced by an 'at any time' waiting prohibition (double yellow lines) to facilitate parking enforcement, if required.

Access protection markings are white 'H' shaped lines painted onto a road and situated in front of accesses to highlight dropped kerbs to other road users. They may be used to highlight any type of access or uncontrolled crossing point including vehicle accesses to properties (vehicle crossovers).

The marking is normally provided where the presence of a driveway is not obvious and the blocking of drives occurs on a regular basis by drivers other than residents. Anyone who applies for this facility is required to provide evidence of persistent problems in the form of photos, dates, times and if relevant, police incident report numbers.

As the markings are not legally enforceable, they should be used sparingly, and only where a problem is isolated and a Traffic Regulation Order could not be justified or easily enforced.

In the unlikely event that lines are removed due to resurfacing or excavations in the road we will try to replace them but cannot guarantee to do so. Repainting of APM's will be undertaken as part of planned routine maintenance where possible.

Please note that there is a non-returnable fee for processing this service, and we will need payment before carrying out our investigations.

5. Banners on the Highway

Banners over the highway must be licensed. Applications will be considered for events organised to provide effective publicity for local charitable, cultural and educational events. Consent will not be given to any banner containing direct commercial or sponsorship advertising.

All banner licences will be subject to the applicant providing a minimum public liability indemnity of £5,000,000. The applicant must also provide a method statement for the erection of the banner, an emergency contact whilst the banner is in place and agreement that the erector of the banner will meet all costs incurred by the Highway Authority should it need to attend to the banner.

Flags or Sails attached to lamp columns do not require a licence but must have the approval of Cambridgeshire County Council's Street Lighting service provider, who will ensure that the structure of the column is appropriate.

6. Bollards and Marker Posts

Bollards and marker posts may be installed on the highway to prevent vehicle overrun of footways or to define changes in carriageway alignment at sites where there is evidence of a safety problem.

Highway Authority approval must be obtained in writing, please contact the local highway officer for advice and guidance in the first instance.

7. Commuted Sums

Commuted sums will be paid to the council to support any increased cost of maintaining the adopted highway due to a development. Section 38(6) and 278(3) of the Highways Act 1980 provides the power to seek commuted sums from developers.

The council will require a commuted sum to cover the following adoptable items:

- where the materials chosen have a higher maintenance cost than those of conventional materials, this may include higher levels of street lighting than the standard specification
- additional highway features only required due to the development; examples being structures and traffic signals
- additional areas not required for the safe operation of the highway; an example would be trees or grassed areas beyond a required visibility splay
- Sustainable Drainage Systems (SuDS) and soakaways

Where the existing network is modified due to 3rd party works a commuted sum will be payable by the 3rd party for any increase in maintaining the highway.

The table below shows the current charges for 2017/18. Unless otherwise stipulated, commuted sums shall be calculated following the principals of the CSS (ADEPT) publication 'Commuted Sums for Maintaining Infrastructure Assets' Guidance Document.

Some charges are detailed on the council's website, under Economy, Transport and Environment Non-Statutory Fees and Charges.

	Item	Unit/Basis for calculation	Notes
1	Non-standard surface materials	m ²	1 off replacement cost
2	Non-essential street furniture	Works cost	1 off replacement cost
3	Trees	Each £570	
4	Soakaways	Each £5,314	
5	SuDS	Works cost	
4	Shrub beds/grass/landscaping	20 years maintenance	
5	Intelligent Transport Systems (ITS) inc.traffic signals/junctions /crossings & electronic signs	20 years maintenance plus one replacement of equipment	Refer to Place and Economy (formally ETE) Fees and Charges

6	Traffic calming	20 years maintenance plus one replacement of non-standard features	Expected life of asset
7	Bridges, tunnels, subways, culverts, retaining walls, head walls, sign and signal gantries, geotextile engineered embankments, fords, causeways and cattle grids	ADEPT guidance: (Commuted sums for maintaining infrastructure assets)	Designed for a 120 year lifespan

8. Disabled Parking Bays

In residential areas, applications for disabled parking bays will only be considered where the following conditions exist:

- the applicant has no access to suitable off-road parking facilities
- the applicant holds a Blue disabled drivers badge
- the applicant is either the driver of the vehicle or the driver is resident at the same address as the applicant
- that a suitable location for the disabled bay can be found that is acceptable in terms of achieving a balance of parking provision
- ~~that the application is supported by the local county councillor and the parish council (outside Cambridge)~~

Bays will not be provided in locations that may compromise public safety such as:

- on a bend
- on a brow of a hill
- close to a junction
- within a turning head of a cul-de-sac
- where the road is too narrow (less than 5.5 metres)
- where parking is already prohibited e.g. on yellow lines, zigzag lines etc

If, for any reason, a disabled bay is no longer required in a particular street, it may be removed if:

- there is pressure for the space to be made available for other users; and
- ~~its removal is supported by the parish council or in the case of streets in Cambridge, by local county councillor.~~

There are 2 different types of Disabled parking bay, these are the Advisory Disabled Bay and the Mandatory Disabled Bay the Highway Authority will assess each application to decide which bay is most appropriate.

9. Encroachment and obstruction

Any allegation of an encroachment/obstruction onto/on a highway will be notified to the land owner requesting appropriate action to remove the encroachment.

10. Gating Orders

Powers to close alleyways were first introduced by the Countryside and Rights of Way Act 2000 (CROW Act 2000); this enables alleyways, which are also Public rights of way, to be closed through 'special extinguishment and diversion orders' and gated for crime prevention reasons.

For a route to be eligible it must lie within a designated crime area, the application procedures for which are set out under the CROW Act. It is unlikely that any areas within Cambridgeshire would meet a request for such a designation. Such orders do not enable alleyways to be gated expressly to prevent anti-social behaviour (ASB) and they exclude many alleyways that are public highways but not recorded as rights of way. Also, under these provisions the removal of rights of passage is irrevocable.

PUBLIC SPACE PROTECTION ORDERS (PSPOs)

Public spaces protection orders (PSPOs) are intended to deal with a specific nuisance or problem in a particular area that is detrimental to the local community's quality of life, by imposing conditions on the use of that area which apply to everyone. PSPOs are dealt with by the local District or City Council. PSPOs were introduced in October 2014 by the Antisocial Behaviour, Crime and Policing Act 2014 and replace Gating Orders under section 129A of the Highways Act 1980.

General Principles

A PSPO is made by a Local Authority if satisfied that two conditions are met. Firstly, that

- (i) activities carried out in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality; and
- (ii) (ii) it is likely that activities will be carried out in a public place within that area and that they will have such an effect.

Secondly the restrictions imposed by the notice are justified if the activities are of a persistent, unreasonable nature.

A PSPO is an order that identifies the public place and prohibits specified activities in the restricted area and/or requires specified actions by persons carrying on specified activities in that area. The order may not have effect for more than 3 years and the Local Authority must consult with the chief officer of the police and the local Highway Authority before making an order.

Special extinguishment or diversion orders that remove the highway status of an alleyway, for crime prevention reasons, should continue to be made under the provisions of the CROW Act 2005 if a Secretary of State crime area designation can be achieved.

Temporary gating orders for crime or ASB prevention reasons, should be made under the Clean Neighbourhoods and Environment Act 2005 (Sections 129A to 129G of the Highways Act 1980).

Restrictions on Public Rights of Way

PSPOs are not the only solution to tackling crime and ASB on certain highways. Before proposing an order, consideration must be given to whether there are alternative measures that may be more appropriate for tackling the specific problems, which do not involve gating the highway. Government advice gives examples of the installation of security lighting and CCTV. PSPOs should be seen as a last resort.

Cambridgeshire County Council will only consider the use of a PSPO in the following circumstances:

- i) when alternative solutions for tackling the specific problems being experienced, such as the installation of security lighting, CCTV, increased police officer surveillance or neighbourhood watch, have been fully investigated or tried and have been found to be ineffective or prohibitively more costly than erecting a barrier.
- ii) on public highways (generally urban alleyways) where it can be shown that persistent crime and/or serious ASB is occurring and is expressly facilitated by the use of the public highway;
- iii) where the order will not restrict the public right of way over a highway for the occupiers of premises adjoining or adjacent to the highway.
- iv) where the order would not restrict the public right of way over a highway that is the only or principal means of access to a dwelling.
- v) where the order will not restrict the principal means of access to premises used for business or recreational purposes during periods when the premises are normally used for those purposes.

Cambridgeshire County Council will expect any consultation to demonstrate that all the above can be met through documented evidence.

It should be remembered that the orders are not meant to be permanent solutions. If a PSPO is made then they may not have effect for a period of more than 3 years so that the effect of the order and other factors such as action to combat the sources of the ASB or a change in local circumstances such as redevelopment can be assessed and a decision taken as to whether the order needs to be varied or revoked.

11. Grit and Salt Bins

All grit/salt bins will be provided by the City/Town/Parish Council and located, at the agreed location, by the relevant Highway Area office.

The bin will be filled and replenished when resources are available. CCC will replace/repair any bin that was not bought by the City/Town/Parish Council prior to 2009. However, before the bin is replaced, CCC will assess its usage and make a judgment if it is still required and if it is, CCC will provide one. Future repair/replacement will be the responsibility of the City/Town/Parish Council.

It will be the responsibility of the City/Town/Parish Council to repair/replace any bin they have purchased after 2009 and those that have been replaced by CCC as detailed

above. Requests that come in from a City/Town/Parish Council to position/fill bins on un-adopted roads will be considered only if the street is subject to a Section 38 agreement. The provision/filling/replenishment of the bin will be as described above. The positioning of the bin will be agreed by both the developer and CCC in order that the bin will not require repositioning on adoption.

12. Hanging Baskets

Hanging baskets provided by third parties may be permitted on street lighting columns with the approval of Cambridgeshire County Council's Street Lighting service provider, who will ensure that the structure of the column is appropriate and that the baskets would not interfere with the safe and convenient passage of highway users. The installation and maintenance of hanging baskets must be the responsibility of the third party who must provide evidence of the necessary level of public liability indemnity insurance.

13. Heavy Commercial Vehicle (HCV) Access Restrictions

Local Freight Issues

HGV movements can have a detrimental impact on local communities in terms of environmental intrusion and the perception of road safety. HGV traffic on Cambridgeshire's trunk 'A' roads is almost three times the national average and on non-trunk main roads it is 76% above the national average.

Enforcement

The Police are responsible for the enforcement of any existing Weight Limits.

What can be done to prevent HGV's from using certain roads

It is difficult to restrict the movement of HGV's as they are permitted to use any classification of road for access and deliveries even if there is a Weight Restriction in place (unless it is a structural weight limit e.g. weak bridge weight). As a main through route, HGV's are directed to use the most appropriate route via motorways, dual carriage ways and main roads.

The County Council's adopted advisory freight route map is intended to inform and influence decisions taken by HGV drivers when passing through the county or requiring access to sites within.

The map has been prepared to reflect the current situation on the network. The main HGV routes and abnormal load routes through the county have been identified, together with recommended access routes to sites that generate a significant number of HGV movements and existing physical and traffic regulation order HGV restrictions. The map can be viewed on our website.

HGV's are permitted to use any classification of road for access and deliveries. Only in exceptional traffic management circumstances can we consider the use of a Weight Limit Traffic Regulation Order (TRO) to reduce the movement of HGVs via structural restrictions (e.g. Weak Bridge) and environmental restrictions.

Implementing regulatory HGV management measures requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21 day notice period. Should any objections be received then a report would go before Members for decision. The cost of the legal process is approximately £1,000. The cost of the signs will depend on the size and complexity of the limit. There is no existing Council funding available to introduce any new weight limits, therefore external funding would need to be identified by the requesting party

Advisory Signing

Advisory signs indicating that a road is not suitable for HGV's will not be considered for use on A and B class roads. Signs will only be considered on other roads if a survey shows that more than 10% of vehicles using the road are HGV's, without legitimate access. There is currently no existing Council funding available to carry out a survey or install new signs on the road, and therefore external funding would need to be identified by the requesting party.

Other options available to residents and communities

If particular haulage companies can be identified who continue to use the road as a through route when another main route is available, then we can contact them, making them aware that complaints from residents have been received, and advising them to use another route.

Regulatory HGV Management measures

Assessment

Any measures applied to the county road network to management HGV movements should:

- accord with the advisory freight route map
- accord with parking policies, if related to HGV parking matters
- be developed in partnership with local communities and the haulage industry using the strategy assessment process (Diagram 1)
- consider all options with formal restrictions being the last resort unless necessary on structural grounds e.g. weak bridge weight restriction

The exposure index, which forms part of the assessment process, is intended to provide some benchmark comparator upon which to form a judgment over the degree of impact resulting from HGV movements in communities. It is recognised that it is, to some degree, subjective in nature but it is also recognised that no index will satisfy all conditions.

It is expected that local communities will be closely involved in the decision making process but where regulatory management measures are proposed through a traffic regulation order process, the final decision will rest with the county council.

Diagram 1

ASSESSMENT PROCESS

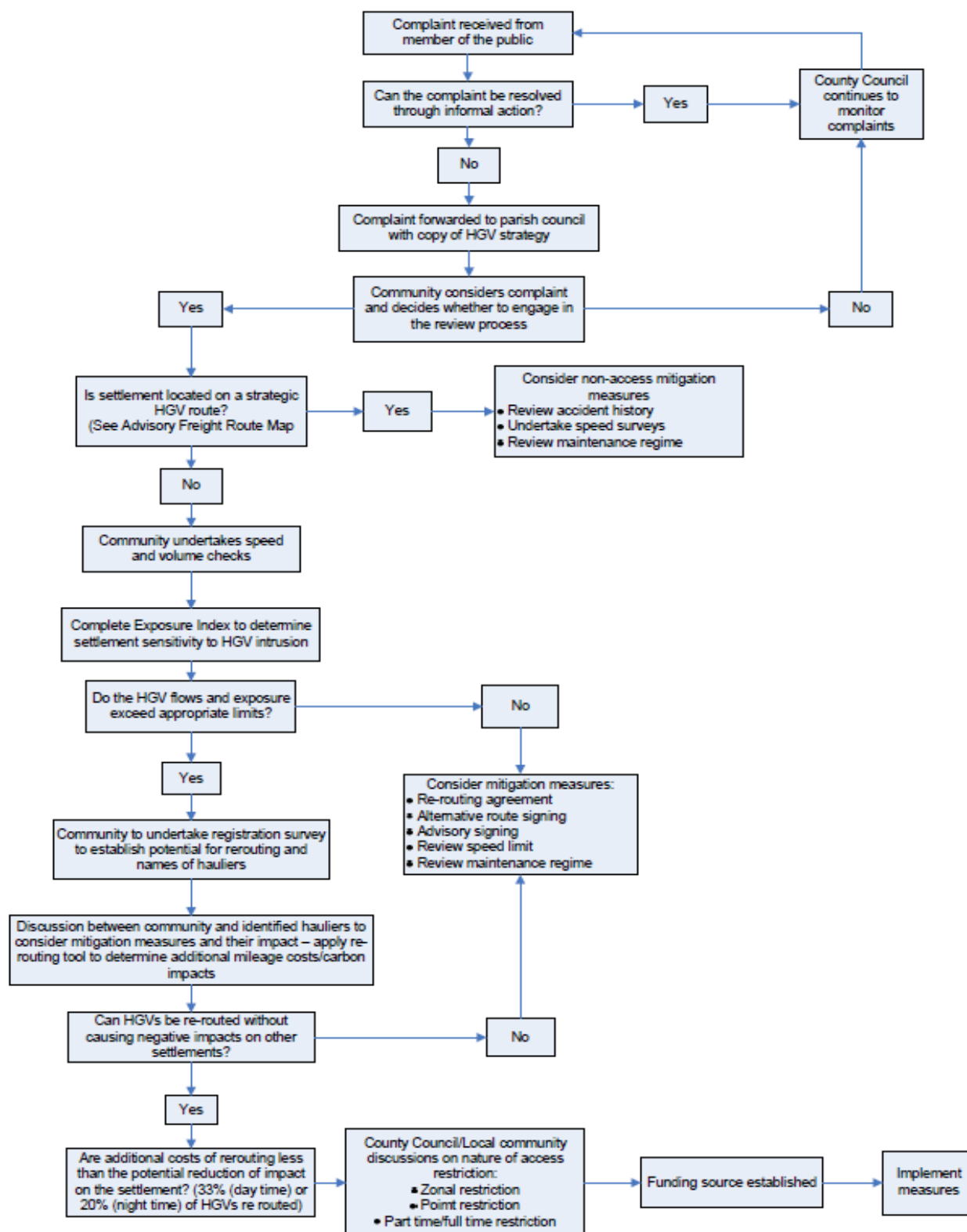


Diagram 2

Environmental Sensitivity Criteria

Carriageway Width		
	Score	Description
Less Sensitive	0	Wide carriageway throughout - over 7.3m along entire length
	1	85% of carriageway width $\geq 7.0m$
	2	85% of carriageway $\geq 6.8m$
	3	85% of carriageway $\geq 6.6m$
	4	85% of carriageway $\geq 6.4m$
More Sensitive	5	85% of carriageway $\geq 6.0m$
	6	85% of carriageway $\geq 5.8m$
	7	85% of carriageway $\geq 5.6m$
	8	85% of carriageway $\geq 5.4m$
	9	85% of carriageway $\geq 5.2m$
	10	85% of carriageway $\geq 5m$

Footway Width		
	Score	Description
Less Sensitive	0	Wide footways throughout $\geq 4.00m$ along entire length
	1	Footways on both sides - 85% width $\geq 3.5m$
	2	Footways on both sides - 85% width $\geq 3m$
	3	Footways on both sides - 85% width $\geq 2.5m$
	4	Footways on both sides - 85% width $\geq 2m$
More Sensitive	5	Footways on both sides - 85% width $\geq 2m$
	6	Footway on one side of carriageway only - 85% width $\geq 3m$
	7	Footway on one side of carriageway only - 85% width $\geq 2.5m$
	8	Footway on one side of carriageway only - 85% width $\geq 2m$
	9	Footway on one side of carriageway only - 85% width $\geq 2m$
	10	No footway along at least 15% of the entire length

Proximity of property frontages (i.e. front/rear door of property to kerb line)		
	Score	Description
Less Sensitive	0	10% or less of frontages $< 2m$ from carriageway
	1	15% of frontages $< 2m$ from carriageway
	2	20% of frontages $< 2m$ from carriageway
	3	25% of frontages $< 2m$ from carriageway
	4	30% of frontages $< 2m$ from carriageway
More Sensitive	5	35% of frontages $< 2m$ from carriageway
	6	40% of frontages $< 2m$ from carriageway
	7	45% of frontages $< 2m$ from carriageway
	8	50% of frontages $< 2m$ from carriageway
	9	55% of frontages $< 1m$ from carriageway
	10	60% of frontages $< 1m$ from carriageway

Total number of building frontages along route		
	Score	Description
Less Sensitive	0	Low number of frontages - fewer than 10
	1	Total number of frontages $\geq 10 < 30$
	2	Total number of frontages $\geq 30 < 40$
	3	Total number of frontages $\geq 40 < 50$
	4	Total number of frontages $\geq 50 < 60$
More Sensitive	5	Total number of frontages $\geq 60 < 80$
	6	Total number of frontages $\geq 80 < 90$
	7	Total number of frontages $\geq 90 < 100$
	8	Total number of frontages $\geq 100 < 120$
	9	Total number of frontages $\geq 120 < 150$
	10	High number of frontages - greater than 150

Average two-way pedestrian+cyclist count (at 600m intervals or mid-point along route)		
	Score	Description
Less Sensitive	0	Low number of pedestrians+cyclists - fewer than 15/hour
	1	Total number of pedestrians+cyclists $\geq 15 < 25$
	2	Total number of pedestrians+cyclists $\geq 25 < 35$
	3	Total number of pedestrians+cyclists $\geq 35 < 45$
	4	Total number of pedestrians+cyclists $\geq 45 < 55$
More Sensitive	5	Total number of pedestrians+cyclists $\geq 55 < 65$
	6	Total number of pedestrians+cyclists $\geq 65 < 75$
	7	Total number of pedestrians+cyclists $\geq 75 < 85$
	8	Total number of pedestrians+cyclists $\geq 85 < 95$
	9	Total number of pedestrians+cyclists $\geq 95 < 105$
	10	Total number of pedestrians+cyclists ≥ 105

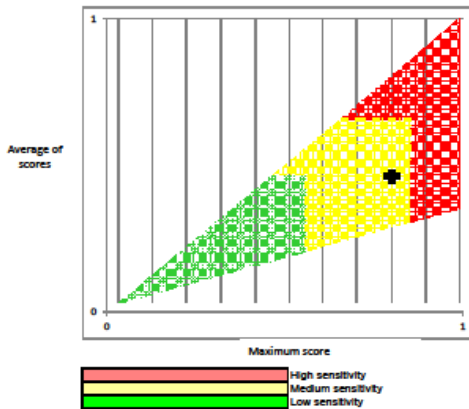
Average sensitive locations fronting the route per kilometre		
	Score	Description
Less Sensitive	0	School/nursery/shop/playground/sheltered housing: No sites
	1	School/nursery/shop/playground/sheltered housing: 1 site per kilometre
	2	School/nursery/shop/playground/sheltered housing: 2 sites per kilometre
	3	School/nursery/shop/playground/sheltered housing: 3 sites per kilometre
	4	School/nursery/shop/playground/sheltered housing: 4 sites per kilometre
More Sensitive	5	School/nursery/shop/playground/sheltered housing: 5 sites per kilometre
	6	School/nursery/shop/playground/sheltered housing: 6 sites per kilometre
	7	School/nursery/shop/playground/sheltered housing: 7 sites per kilometre
	8	School/nursery/shop/playground/sheltered housing: 8 sites per kilometre
	9	School/nursery/shop/playground/sheltered housing: 9 sites per kilometre
	10	School/nursery/shop/playground/sheltered housing: ≥ 9 sites per kilometre

Example

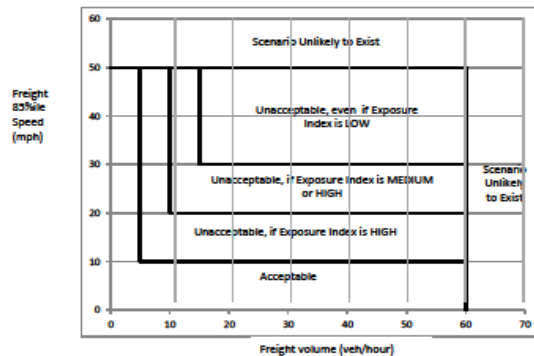
Criteria	Score (max 10)
Carriageway Width	3
Footway Width	4
Frontage to Footway Distance	1
Number of Frontages along Route	6
Typical Pedestrian Count	7
Schools	8

Allocation of site to Sensitivity Group

Average of scores	4.67
Maximum score	8



This allows one very high score but other low scores to still be considered a high risk
This allows three fairly high scores to be collectively considered a high risk



14. Highway Charges

Charges are made for various elements of Network Management work and are displayed on the County Council website. These will be amended annually in line with the index associated with each charge.

15. Highway Scheme Funding

Third Party Funding of Highway features

Privately funded highway features may be installed on the public highway in the following circumstances:

- there is a safety problem which the proposed feature(s) would be expected to address;
- the proposed feature(s) could be installed safely (as demonstrated by a positive Safety Audit process);
- the provision of the proposed feature(s) would comply with current County Council policy;
- the proposed feature(s) are acceptable to the local community.

Local Highway Improvements

To assist communities in improving their local highways, the County Council provides funds annually towards improvement projects. Communities can enter an application for this funding, which will be assessed by an advisory panel of County Councillors for each District Council area of Cambridgeshire. The panels will take into account the views of local Parish Councils, before making recommendations on allocating the funding, so applicants should make sure they can demonstrate local support for their project before applying.

16. Horses on the Highway

If a horse/s is straying on the highway this should be reported to the police. If there is no danger of the horse getting on to the road but the horse is clearly sick, distressed or injured it should be reported to the RSPCA.

17. Indemnity for Highway Works

Any work the highway authority authorises on the county road network by a third party, other than a public utility or their agents, will be conditional on the third party demonstrating that it has in place public liability indemnity up to a minimum value of £5m for each and every potential claim.

18. Kerbing

Kerbing, subject to approval in writing from the County Council, may be provided in the following circumstances:

- As part of a Highway Capital Maintenance Programme project;
- Where required to protect pedestrians from vehicular over run of footway areas;

- To assist with drainage;
- To support the edge of the carriageway.

19. Memorials and Floral Tributes on the Highway

General

Any ban on the placing of road side tributes following fatal accidents would be difficult to enforce and potentially insensitive. In recognition of a possible need for bereaved relatives to visit the scene of an accident as part of the grieving process, any request from the police for traffic management support during any site visit for the purposes of placing a tribute will be treated sensitively and will be provided free of charge.

Floral Tributes

Any floral tributes left at the site should be allowed to remain for a period of not less than 14 days, but generally not more than 30 days. The relevant District Highways Manager should arrange for collection and disposal at the end of the period. Sensitivity must be shown, with the bereaved being given the option of receiving any non-floral tributes which may be placed along with flowers.

Roadside Memorials

Roadside memorials, including 'green' memorials such as shrubs and bulb planting, should be discouraged as a matter of principle to address the potential safety risks associated with repeat visits. While some memorials may be very discreet and in allocation where they will not create any problem, the majority of situations will have some form of potential hazard. Any decision to remove any roadside memorial must be communicated to the bereaved through the Police Family Liaison Officer.

20. Mirrors on the Highway

The following criteria will be applied when assessing requests for traffic mirrors;

- a. The site in question must have a demonstrable history of injury accidents where poor visibility is a contributory factor.
- b. The reduced sightline must not be due to an object which can be realistically removed, such as a parked vehicle or overhanging foliage.
- c. A mirror cannot be used to serve a private access onto the Highway

Mirrors placed on the highway can cause other highway users to be dazzled by headlight or sun reflection. The judgements made about the speed and distance of approaching traffic can be distorted when using a mirror. Each application will be considered on its merits. If a mirror placed on the public highway is considered a hazard or is the subject of a complaint, it will be removed without notice and placed in storage for retrieval by the owner for a 2 week period before being recycled or disposed of.

Mirrors erected on private land may require planning approval which should be sought from the relevant District Council.

21. Mobile Catering

Responsibilities

The County Council are responsible for the maintenance of the roads and the making of Regulations controlling the traffic management and ensuring under the various Highway Acts of Parliament, that roads are safe and available for use by the public, and are not obstructed.

The Police have responsibility for the management of traffic on the roads, with the relevant district council's Environmental Health Departments being responsible for Food Safety, Litter and Street Cleaning etc.

Street Trading Licence

Cambridge City Council, South Cambridgeshire, East Cambridgeshire and Fenland District Council have adopted Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982. This allows them to designate any street in their district as a prohibited street, a licence street or a consent street; thereby controlling street trading.

Where a Council has designated a 'consent zone' and within that has designated certain streets as 'consent streets'. This means that street traders in those streets must have formal consent from the council.

Where a street does not fall within the 'consent zone' it falls outside of the legislation and therefore does not require a street trading licence.

Premises Licence

Where someone intends to supply hot food or drink to the public between 11pm and 5am they will be required to obtain a Premises Licence from the relevant district council under the Licensing Act 2003.

Food Hygiene Certificate

All food business are required to be registered with the relevant district council, they are then subject to food hygiene inspections and are awarded a Food Hygiene rating.

Siting of mobile food outlets on public highway

Operators of roadside catering vehicles must get consent from the local Highways Office before starting to trade and should be aware of and bear in mind the following when considering making an application:

- No units are allowed in laybys on dual carriageways.
- There shall only be one outlet on any site at any one time – trading or non-trading.
- The unit should be truly mobile, that is, self-propelled or towable on its chassis
- The unit shall not conflict with any form of traffic regulation order.
- It shall not cause or give rise to road safety concerns.
- It shall not cause any damage to the highway or interfere with the free and safe flow of traffic.
- All waste and liquids shall be kept off the highway at all times and litter removed from the highway at the end of each opening period of business.

- The unit shall be sited behind the kerb line leaving at least 1.5m between it and the highway to provide a pedestrian safety margin. This shall also apply to any portaloo or waste containers.
- The operator is responsible for complying with planning legislation, environmental health and any other legislative requirements.
- Should any damage occur to the highway, for example, HGVs overrunning which could be attributable to the vending operation or should the area of highway be required by us for highway maintenance purposes, the vendor will be required to vacate the site on a permanent or temporary basis. Likewise, in the event of any occurrence related to the vending operation which could be considered to be prejudicial to highway safety.
- Any operator should be aware that in the event the vehicle causes an obstruction the police have the power to move the operator on.
- It must be understood that the 'pitch' does not become the property of a trader and no rights are acquired thorough length of use.
- No nuisance shall be caused to adjoining land owners or persons.
- Upon receipt of complaints which are upheld, whereby we have a duty to take some action, you will be asked to move on.

Enforcement

Where a mobile food outlet is found to be operating without approval, the operator will be served with both verbal and written notice of the requirement to remove the outlet from the highway within 7 days.

After the 7 day notice has expired, a further inspection will be made and any objects/furniture occupying the highway will be removed from the highway without further notice.

An inventory detailing the confiscated items will be made and a receipt issued to the operator.

Items removed by the Council will be subject to a release fee. This fee will be reviewed annually. If the items are not collected within 21 days of the date of seizure the Council will dispose of them.

22. Mud on the Highway

To report mud on roads in the county, contact Cambridgeshire constabulary on 101 who will assess the situation.

Prior to any activity likely to bring mud onto the highway, warning signs should be set up in both directions. However, signs in themselves do not prevent liability for accidents that occur. The placement of warning signs when no effort is being made to clean the road will not be permitted.

23. Parking

Parking controls will be introduced to regulate on-street, residential, Coach and Taxi parking, to assist the flow of traffic or to manage demand and achieve the efficient and fair use of the often limited space that is available for parking.

Parking controls should be developed on an area wide basis to ensure that the transfer of parking problems into neighbouring streets is minimised.

24. Pedestrian Crossings

The design of controlled pedestrian crossing facilities (Puffin, Toucan, Pegasus and Zebra) will be in accordance with all relevant current standards and will take into account all current design guidance. Any departure from current design standards and any significant departure from current design guidance must be approved by the Service Director, Infrastructure Management & Operations.

Choosing which crossing is most appropriate and indeed where it should go is a sometimes difficult job as there are many competing demands and criteria related to safety and amenity that must be fulfilled in order for the crossing to be well used and beneficial to the travelling public.

A PUFFIN CROSSING is a signal controlled pedestrian crossing where the lights controlling the pedestrians are on the near side of the road. The system also utilises sensors which detect the presence of pedestrians waiting at the crossing and as they are crossing the road. If after pushing the button the pedestrian decides to cross before the 'green man' appears, the sensor detects this movement and can automatically cancel the requested 'demand' if there is no one else waiting to cross.

A TOUCAN CROSSING is a signal controlled pedestrian crossing that also allows bicycles to be ridden across.

A PEGASUS CROSSING is a signalised pedestrian crossing with special consideration for horse riders. At a minimum, these crossings are in the form of a pelican crossing but simply have two control panels, one at the normal height for pedestrians or dismounted riders, and another one two metres above the ground for the use of mounted riders.

A PARALLEL PRIORITY CROSSING is parallel pedestrian and cycle crossing which does not require the installation of signal controls.

A ZEBRA CROSSING is a pedestrian crossing consisting of alternating dark and light stripes on the road surface and belisha beacons (flashing amber globes on posts). These provide suitable crossing points where pedestrian flows are light and vehicle speeds low. Good visibility is essential. There is a risk that pedestrians feel they have absolute priority whereas some drivers may not observe zebra crossings in the same way that they would comply with traffic lights.

Requests for controlled crossings are assessed against two documents produced by the Department for Transport. These are Local Transport Note 1/95 "The Assessment

of Pedestrians Crossings" and Local Transport Note 2/95 "The Design of Pedestrian Crossings". These documents can be found by clicking on the highlighted documents on the Department for Transport website.

The level of need for a crossing will need to be assessed by:

1. Measuring the degree of conflict between pedestrians crossing the road and the two-way traffic flow and
2. Taking into account the following factors
 - The age and ability of pedestrians
 - Any suppressed demand
 - The different types of vehicle in the flow of traffic
 - The length of time pedestrians have to wait to cross
 - The width of the road
 - The speed of traffic
 - The pedestrian injury accident record at the site

Funding opportunities for improvements to the public road network are available via either the County Council's Local Highway Improvement (LHI) initiative or by third party funding.

Third party funding would need to cover the cost of the assessment, procuring and installing the measure and, in some cases, any ongoing operating costs would also need to be covered.

The provision of developer funded pedestrian crossing facilities will be sought, through the planning process, at suitable locations.

25. Pedestrian Dropped Kerbs

Where dropped kerbs are provided to help those with mobility problems, wheelchair users and people with pushchairs they shall be set flush with the carriageway channel level. Tactile paving must be provided at all dropped kerbs where pedestrians can be expected to cross.

Kerbs will be dropped to provide pedestrian crossings during planned footway maintenance to help wheelchair users and people with pushchairs.

If you feel that a pedestrian crossing is needed please contact highways@cambridgeshire.gov.uk and one of our officers will meet with local disabled groups to assess the location and, if a crossing is needed, it will be included in future maintenance work.

26. Planters, Litter Bins, Seats and Cycle Stands

Planters, litter bins, seats and cycle stands may be permitted on the public highway as part of works to enhance or improve the environment, maintenance or the operation of

the highway provided they do not interfere with the safe or convenient passage of highway users or the maintenance of the highway. Where provided by third parties they will be subject to the policy on third party funding of highway features although the need for a commuted sum may be substituted by a suitable maintenance agreement and as such will be considered on a case by case basis.

27. Religious Symbols on the Highway

Religious symbols on the public highway will only be permitted upon application, provided the applicants:

- Can demonstrate the symbol is to be displayed in connection with an event in their religion's calendar;
- Can demonstrate that the religion in question has a recognised place of worship within the city, town or village that the symbol was to be placed;
- Submit an acceptable method statement for the erection of the symbol;
- Provide and maintain appropriate fencing around the symbol for the duration of its display, if required for the safety of the public or to protect the symbol;
- Can demonstrate that they have suitable public indemnity insurance.

Religious symbols would only be permitted on the public highway where they would not adversely affect the passage or safety of other highway users. For the purpose of this policy, Christmas trees are considered a religious symbol.

28. Road Markings and Studs

Cambridgeshire County Council is responsible for the provision of road markings and studs on the road network throughout Cambridgeshire other than on motorways, trunk roads and private or non-adopted roads.

Road markings are as important as signs. The purpose of road markings and studs are to define traffic lanes, & alignment changes, provide warning, identify parking and waiting restrictions and to convey Give Way & other instructions to road users in a manner that is clearly visible both day and night.

This policy identifies the procedures and guidelines for the placement and maintenance of road markings and studs within the public highway and forms the basis of the decision making process for the provision of all road markings and studs on the public highway.

Over the years there has been an inconsistent approach to the provision of road markings and studs across Cambridgeshire County. Therefore it is necessary to review existing road markings when undertaking resurfacing works and routine maintenance works to ensure that they are used in the most effective manner and applied consistently across Cambridgeshire in line with:

- The Traffic Signs Regulations and General Directions 2016 (TSRGD)
- Chapter 5 of the Traffic Signs Manual 2003 (TSM)
- Cambridgeshire County Council guidance

- Requirements BS EN 1436:2007 + A1:2008 Road marking materials – road marking performance for road users.

The over-use of road markings can diminish their effect on road users. This policy aims to rationalise their use and maximise their effectiveness, where they are necessary.

Standards & Guidelines for the provision & maintenance of road markings and studs
Proposals for road markings on the public highway must be approved by the scheme manager. Road markings or layouts that are not contained within the TSRGD 2016 are not permitted without prior approval from the Department for Transport (DfT) including any that are experimental and under trial.

Unless being provided as part of accident remedial work or as part of a speed management scheme, the following rules will apply to the provision of road markings:

Centre Lines

Centre line markings and centre warning line markings should not be provided on any carriageway of typically less than 5.5 metres total width.

Centre line markings must not be used on:

- unclassified roads
- estate roads
- residential cul-de-sac.

Centre warning line markings should only be used on

- unclassified roads
- estate roads
- residential cul-de-sac.

in conjunction with give way markings and at other significant hazards.

Centre warning line markings should only be provided on approach to a hazard. They must not be used in place of standard centre line markings between hazards.

Centre warning line markings should only to be provided as per DfT guidance:

- at significant bends/crests
- each side of junction centres or significant

Where parking bays are provided, centre line markings should be omitted where the remaining carriageway width is less than 5.5 metres.

Edge of Carriageway Markings

Edge of carriageway markings should generally only be used:

- in conjunction with centre warning line markings
- with double white line systems where no kerbing exists
- at sites where there is a persistent recorded problem with vehicles overrunning the highway verge.

Edge of carriageway markings shall only be provided on carriageways of typically less than 5.5 metres in width where it is not permissible to provide a centre warning line. For example: on bends, alongside deep drains or other hazards.

In locations where occasional short lengths of kerb exist, edge of carriageway markings should be continued through the kerbed length to maintain continuity.

Wherever used, edge of carriageway markings must be offset from the edge of the carriageway surface by 180mm to prevent their deterioration and facilitate future maintenance of the lines.

Give Way Markings

Give way markings will be laid at all junctions where no other marking is provided on:

- strategic routes
- main distributor roads
- local roads at their junctions with secondary distributors
- on any road if their use is recommended following an accident investigation study

Give way triangle markings will be laid:

- on the approach to strategic routes
- on main distributor roads
- in conjunction with give way signs
- at other locations where their use is recommended following an accident investigation study.

Give way markings should only be provided on estate roads in situations where the priority is not obvious or where there is recorded evidence of an accident problem.

Other Road Markings

Road markings such as (but not limited to) bus stops, 'School Keep Clear', 'Keep Clear', access protection markings, pedestrian crossings, disabled/parking bays and stop lines must be assessed for suitability by the Policy and Regulation team before replacement.

Longitudinal carriageway markings approaching traffic islands should be continued around and offset outside the island to provide adequate vehicle deflection.

Conservation Areas and Environmentally Sensitive Locations

Where used in conservation areas and other environmentally sensitive locations, yellow road markings for waiting restrictions should be 50mm in width and must be "primrose" yellow.

Other yellow waiting restriction markings should be in yellow material and be 50mm or 75mm in width. 100mm-wide markings should only be used on high speed roads (outside 40mph speed limits).

Studs

Under current regulations it is only a requirement for road studs to be used in conjunction with a solid double white line system.

Road Studs may be replaced on A roads except in street lit areas or inside 30mph limits. They may only be replaced on other roads in exceptional circumstances such as accident reduction schemes.

Long-type studs shall be used on principal roads with Halifax-type reflecting "cats eye pads".

All road studs within proximity of a level crossing MUST be stick-on type.

The use of 360 degree studs or solar powered studs shall only be considered where night-time accident rates are high and only after consultation with the Road Safety Engineering team.

Further Information

The table below specifies the road markings and studs requirements for each road type.

If clarification is required on any aspect of road markings or studs please contact the Network Management Team for guidance in the first instance.

Table A: General rules for road classifications

Classification	Centre Line	Edge Line	Road Studs
A	Yes, with warning lines where appropriate	Yes, on high speed sections except alongside kerbed sections and inside 30 mph speed limits.	Yes, except in street lit areas or inside 30mph limits.
B	Yes, where carriageway width typically exceeds 5.5 metres and with warning lines where appropriate.	Only on consistently high traffic flow routes (typically >6000 vehicles in 12 hours) or at specific hazard locations (eg: bends and alongside deep drains or where buildings abut the highway).	No, except in conjunction with a double white line system or in exceptional circumstances such as accident reduction schemes.
C	Only on <u>consistently</u> high traffic flow routes (typically >2000 vehicles in 12 hours) where carriageway width	Only at specific hazard locations (eg: bends and alongside deep drains or where	No, except in conjunction with a double white line system or in exceptional circumstances such

	typically exceeds 5.5 metres. Warning lines at specific hazard locations (eg: junctions and bends).	buildings abut the highway).	as accident reduction schemes.
U & Estate	No markings at all except warning lines at specific hazard locations (eg: junctions and bends).	No markings at all except at specific hazard locations (eg: alongside deep drains or where buildings abut the highway).	No, except in conjunction with a double white line system or in exceptional circumstances such as accident reduction schemes.

29. School Flashing Amber Lamps

Flashing amber lamp units are permitted at school sites where either the 85thile approach speed to the crossing point is in excess of 36mph or the advance visibility of the crossing point is less than 100 metres.

At sites which do not meet the speed or visibility criteria specified above the provision of flashing amber lamps will be permitted if the installation, operational and maintenance costs are met by a third party.

30. Speed Limits

Speed limits in settlements

This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013"

The County Council will ensure that speed limits are introduced in a manner consistent with the current government guidance. Exceptions to usual practice will be subject to Committee approval.

The purpose of this policy is to explain the roles, responsibilities and the procedure that will be followed by Cambridgeshire County Council when deciding whether to change a speed limit.

Several factors are taken into account in the assessment of a road or area for a speed limit. These include:

- General character of the road or area
- Type and extent of roadside development
- Traffic composition
- Accident history
- Current traffic speed
- Enforcement
- The frequency of junctions

- Presence of amenities that attract pedestrians and cyclists
- Environmental impact such as increased journey times, vehicles emissions, and the visual impact of the signing

The three national speed limits are:

- 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- National speed limit of 60 mph on single carriageway roads
- National speed limit of 70 mph on dual carriageways and motorways.

These national speed limits are not, however, appropriate for all roads. The speed limit regime enables authorities like Cambridgeshire County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages. A limit of 20 mph may be appropriate in residential areas, busy shopping streets and near schools where the needs and safety of pedestrians and cyclists should have greater priority.

The speed limit regime enables traffic authorities to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit.

30 mph Limits

The county council will work towards the introduction of a 30mph speed limit in the developed parts of all settlements in the County together with, where appropriate and affordable, complementary features to encourage drivers to travel at an appropriate speed.

Where mean speeds are in excess of 30mph, to initiate a lower speed restriction with simply a sign is unlikely to ensure conformity by the general motorist if the road and highway environment is not conducive and is likely to lead to unacceptable levels of requests for enforcement action on the part of Police officers. Current resourcing and ongoing operational commitments may not allow for specific, routine or targeted enforcement action to be undertaken. Consideration should therefore be given to the introduction of complementary speed reduction features. Depending on the site, “soft” features such as gateways, red surfacing and roundels may be appropriate where mean speeds are 35mph or below and traditional traffic calming measures may be required to achieve compliance where speeds exceed 35mph.

20 mph Limits

(Dft circular 1/13 Setting Local Speed Limits – table 1)

Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. Therefore 20mph speed limits may be permitted at sites:

- where the mean speed of traffic is 24mph or lower

- in combination with self-enforcing speed reduction features necessary to achieve a mean speed no greater than 24mph

Having reliable information about existing speeds is vital to help confirm that the speed limit is appropriate for the road, therefore 7 days data from an automatic traffic counting device should be provided. Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods.

To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity

20 mph zones must be introduced in clearly defined zones (e.g. between radial routes or a spine road with culs-de-sac) and not in isolated roads or culs-de-sac.

School time 20mph speed limits supported by interactive signs and "soft" traffic calming may be provided outside school sites where the existing mean speed does not exceed 30 mph. Where the existing mean speed exceeds 30 mph to initiate a lower speed restriction with simply a sign is unlikely to ensure conformity by the general motorist if the road and highway environment is not conducive and is likely to lead to unacceptable levels of requests for enforcement action on the part of Police officers. Current resourcing and ongoing operational commitments may not allow for specific, routine or targeted enforcement action to be undertaken. Consideration should therefore be given to the introduction of complementary speed reduction features. Depending on the site, traditional traffic calming measures may be required to achieve compliance.

Buffer speed limits of up to 400 metres in length, set at a minimum of 10 mph above the settlement speed limit will be permitted.

For speed limit purposes the following definitions will apply:

- I. A settlement will be 'At least 20 properties fronting onto a length of public highway over a distance of at least 600m'
- II. The extent of a settlement will be 'The point at which full frontage development begins', or 'at the first property fronting a road entering a settlement, on which there is at least 3 properties/100 metre length of road, prior to the point at which full frontage development begins'.

Decision Making

Implementing speed limits requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21 day notice period. The County Council will also consult with the emergency services, (the Chief Officer of Police is a statutory consultee) the local County, District and Parish Councilors and any other persons most likely to be directly affected by the proposal.

Should any objections be received then the Council has a duty to consider the objection and a report would go before Members for a decision whether to uphold or overrule.

Police Support

Proposed speed limits should be supported by the Police. If the Police are not supportive communities must ensure that expectations over the likely level of compliance with the limit are managed.

Speed limits outside settlements

Typical characteristics for speed limits in rural areas outside settlements are shown in the table below:

Speed limit (Mph)	Upper tier (Roads with predominant traffic flow function)	Lower tier (Roads with important access and recreational function)
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses	Recommended only for the best quality C and Unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses. In the longer term, these roads should be assessed against upper tier criteria.
50	Should be considered for lower quality A and B roads, which may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.	Should be considered for lower quality C and Unclassified roads with a mixed function where there are a relatively high number of bends, junctions or accesses
40	Should be considered where there is a high number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.	Should be considered for roads with a predominantly local, access or recreational function, or if it forms part of a recommended route for vulnerable road users.

Guidance in urban speed limit characteristics

A summary of typical urban characteristics and appropriate speed limits is shown in the table below.

Speed Limit (mph)	Characteristics
20	In town centres, residential areas and in the vicinity of schools and other premises where there is a high presence of vulnerable road users.
30	The standard limit in settlements that are fully developed.
40	Higher quality suburban roads or those on the outskirts of urban areas where there is little development and few vulnerable road users. Should have good width and layout, parking and waiting restrictions in operation and buildings set back from the road.

	Should wherever possible cater for the needs of non-motorised users through segregation of road space and have adequate footways and crossing places.
50	Usually most suited to special roads, dual carriageway ring or radial routes or bypasses which have become partially built up. Should be little or no roadside development.

To achieve average speeds appropriate to the typical speed limits given in the table above it may be necessary to introduce speed reduction measures.

Speed limits in new developments

All roads in areas of new development should be designed to physically restrict vehicle speeds to the appropriate maximum levels shown in the table above.

Manual for streets (the guide for the design, construction, adoption and maintenance of new residential streets) recommends 20 mph or less as the design speed for residential roads in new developments.

31. Stopping up of a Highway

When considering applications to stop up a highway or part of a highway the following conditions will be considered:

- That the highway is no longer necessary or;
- That the highway can be diverted so as to make it nearer or more appropriate for public need.

The applicant is expected to meet all the legal costs incurred in this process, regardless of whether the application for stopping up is approved by a Magistrates' Court and an engineering fee to cover the costs associated with technical vetting and Court attendance (see Highway Charges). Consultation will be undertaken with the relevant parish council and local county councillor.

32. Street Traders

A licence is required to become a street trader. Licences are issued by the local District or City Council.

33. Tables and Chairs

The Highways Act 1980 regulates tables and chairs permits. You will need a permit if you would like to place tables and chairs on the public highway. You may also need to get planning permission. Contact your local Planning Department for more details.

For Highways Tables & Chairs Application Forms please visit our web site.

Policy Guidance Notes - Placing tables and chairs on the highway

1. Introduction

There is an increasing demand to allow tables and chairs outside restaurants and cafés. Provided that free and safe passage for pedestrians can be maintained then such amenities can be beneficial and permission may be granted (subject to meeting certain conditions) on an individual basis.

2. Relevant Legislation

The setting up of Pavement Cafés on the public highway is dealt with under Part VIIA, Section 115(A to K) of the Highways Act 1980. The Highway Authority (Cambridgeshire County Council) will normally require before consent is granted that:

- Applicants will have obtained planning permission from the Local Planning Authority (District Council) unless the Local Planning Authority has confirmed in writing that this is not required (de minimis ruling)
- A licence is issued under the Licensing Act 2003 if appropriate (District Council)

3. Conditions under which consent may be granted

- a) The provision of tables and chairs on the highway shall be regularised by the granting of licences by the Highway Authority.
- b) Suitable conditions shall be drawn up by the Highway Authority relating to the extent of the tables and chairs, clearances, pedestrian access provisions, barriers and parasols, together with obligations on the control and management of the area and access to Statutory Undertakers' plant.
- c) The licensee shall conform to conditions laid down in the licence and these will be enforced by the Highway Authority.
- d) In general, only footways will be used for Pavement Cafés, assuming all safety and non-obstruction requirements are met. However, exceptions may be made in pedestrian areas or zones during pedestrian only hours.
- e) The role of the public highway is to allow the public to pass and re-pass. In granting permission for pavement cafés it is important to ensure that these rights are not detrimentally affected. They must be located and managed in a manner that protects the rights and safety of all users with special attention to wheelchair users and those with impaired vision.
- f) You must display the 'licence summary sticker' (Which confirms the licence duration) at your premises where it can be easily seen.
- g) To apply and make the initial payment for a tables and chairs licence please complete the online form @ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highway-licences-and-permits/#Tables> and chairs licence

You need:

- to read the guidance notes and standard licencing conditions before completing the form
- an email address as we will use this to communicate with you concerning your application
- a debit or credit card for the initial assessment payment
- to upload a plan showing the location of the premises
- to upload a dimension plan showing the area to be utilised for tables and chairs

- to upload images showing types of furniture
- to upload a copy of any relevant consents (e.g. planning permission) if applicable
- the freeholder's name, address and contact details, if it is not you
- to have in place public liability insurance policy for £5m as detailed in the licencing conditions

4. Supplementary

- In some cases it will be necessary to provide brass studs in the highway defining the periphery of the agreed area. The cost of providing and installing the studs will need to be met by the applicant at its sole expense and will be in addition to the cost of the licence. Local circumstances may also require a low level marker to assist the blind and partially sighted who use a white stick for guidance. The Layout of tables and chairs must take account of the existing street furniture.
- A pedestrian route must be maintained at all times for people to walk or take a wheelchair or buggy through or around the pavement café with minimal inconvenience. The route should be straight, and adjacent to the premises to ensure that all pedestrians and particularly those with a disability can maintain their normal path.
- Each site will need to be evaluated and determined on its merits taking into account pedestrian flows and physical constraints. Local Access Groups may be consulted regarding suitability of layout as the circumstances of each site will need to be evaluated and determined on its merit.
- All licences are valid from the date of grant for one year and will be not automatically renewed.
- The Highway Authority will require a copy of the applicant's third party insurance prior to the granting of a licence and at each anniversary of the insurance renewal. Failure to provide this will result in revocation of the licence.
- If contravention of license conditions is observed, the licensee will be requested to comply with the conditions and, if necessary, issued with a warning letter advising that further contravention will result in revocation of the licence. The licensee will be allowed seven days to comply with a warning letter. If contravention continues after seven days of the warning or a contravention reoccurs within a year of the warning the license will be revoked.
- Where a licence is not renewed or is revoked under f) above, the licensee must remove its property from the public highway within 7 days. After 7 days, the Highway Authority is empowered to remove and store or dispose of furniture from the highway, at the cost of the licensee. The Highway Authority will not be responsible for their safekeeping.

5. Terms and Conditions

These are contained in a separate document on the right hand side of the web page. The operator should be aware that the Highway Authority and others (e.g. police, statutory undertakers) may need access at various times (including emergencies) for maintenance, installation, special events, improvements etc and may therefore require the pavement café to cease operating for a period of time. On these occasions there will be no compensation for loss of business.

6. Consultations

All of the applications we receive must go through a 28 day period of consultation. Local residents, Councillors, businesses and council officers are asked if they have any objections to a premise placing amenities (tables and chairs) on the public highway.

During this period tables and chairs must not be placed on the public highway unless the premise has a current valid consent.

Whatever the outcome, the relevant authority makes sure that any objections received are relevant to the application and work hard to ensure that all applications are issued fairly.

7. Decision Making

The Assistant Director - Highways in consultation with the Local Members for all districts has authority to exercise, in accordance with the relevant policies of the authority and within the budget allocated for the purpose, the powers of the County Council where the completion of the consultation process for a pavement licence results in objections, to determine those objections.

8. Fee Charged

There will be an initial application fee of £250. This charge covers inspection and administration costs. The annual licence fee is then £100 per square metre within Cambridge's historic core area and £50 per square metre elsewhere. The application fee will be deducted from the annual licence fee if an application is successful.

9. Renewal Applications

Licences will not be renewed automatically, renewals must be applied for at least 2 months prior to expiry to allow sufficient time for the application to be considered.

Where an application is made to renew a licence, the Highway Authority will consider:

1. Evidence of past demonstrable impacts from the activity on the safety and amenity of local residents.
2. Whether appropriate measures have been agreed and put into effect by the applicant to mitigate any adverse impacts.
3. Compliance with the terms or conditions of any previous licence, including the timely payment of the licence fee.

The Highway authority reserves the right to refuse renewal applications where appropriate.

10. Variation of Conditions

Where an application is made to vary the consents in terms of hours of operation or number of amenities as previously permitted, the Highway Authority will take into account the criteria set out in points 1, 2 and 3 above.

**HIGHWAYS ACT 1980 SECTION 115E
STANDARD LICENCE CONDITIONS
TABLES AND CHAIRS ON THE HIGHWAY**

The following conditions will be applied to every licence granted under the above Act:

1. This licence is granted in accordance with compliance with the advice given in the guidance notes issued at the time of application
2. The tables and chairs placed on the highway after the granting of a licence must be in accordance with the details and plans provided at the time of the application. No changes are permitted without prior approval of the Highway Authority.
3. The amenities must be removed from the public highway at the end of the permitted period each day. (To be used in all cases, except where consent for picnic tables is granted).
4. All tables and chairs authorised by the licence must be removed by midnight on the day the licence expires unless a renewal licence has been applied for and granted. Renewals must be applied for at least 2 months prior to expiry to allow sufficient time for the application to be considered.
5. Failure to pay the annual licence fee and return the signed licence by midnight on the day the previous licence expires will render the licensee in breach of the Standard License conditions and subject to enforcement.
6. The Licensee shall maintain a public liability insurance policy up to the value of £5 million pounds against any liability, loss or damage, claim or proceeding whatsoever arising under Statute or Common law in respect of the placing and maintaining of the tables and chairs on the highway or their removal there from.
7. The Licensee shall be responsible for keeping the designated area in a clean and tidy condition at all times. Under your duty of care you must ensure that any waste produced is handled safely and in accordance with the law. You must keep all waste safe, prevent it from escaping from your control and ensure that it is only handled or dealt with by persons that are authorised to deal with it.
8. The Licence may be suspended where necessary to allow highway maintenance and any other necessary remedial work to be carried out at the location covered by the licence. A reasonable period of notice will be given to the licensee where possible. The Highway Authority will not be liable for any loss of earnings arising out of the suspension of a licence.
9. Any umbrellas provided must not protrude beyond the designated boundary of the licensed area. They shall be kept in good condition so as not to detract from the appearance of the street. You are advised that enclosed structures

(including gazebos) and the like will not be permitted within the proposed boundary of the licensed area.

10. If you intend to use space heaters, their metric dimensions materials and colour must be specified as part of the application. **You will also be required to submit a formal risk assessment as required by the Management of Health and Safety at Work Regulations 1999 in support of your application.** This should be carried out by a competent person i.e. someone who has knowledge of the law, British Standards, and Health and Safety Executive Codes of Practice and Guidance. In considering an application, the Council will have regard to the inherent safety of the equipment, its location, storage of Liquid Petroleum Gas Cylinders, maintenance and training arrangements. The County Council will consider the adequacy of the risk assessment which must:
 - Identify the hazards e.g. fire, explosions, burns, impact from falling equipment/cylinders
 - Decide who may be harmed and how
 - Evaluate the risks and decide whether proposed precautions will be adequate or whether more could be done. Record findings, review assessment and revise on an annual basis or more frequently if the situation requires it e.g. a significant change in equipment, etc.
11. In areas of significant footfall (to be determined by the Highway Authority), when in use, the pavement café area will need to be enclosed, to demarcate the licensed area and contain the tables and chairs, thus making it distinguishable to other pavement users, and to assist blind and visually impaired pedestrians. (Applicable with immediate effect to all new licenses and renewals made from 1st January 2019)
12. The placing of speakers or any other equipment for the amplification of music within the licensed area is strictly prohibited unless authorized by a premises licence issued under the Licensing Act 2003. Any such authorised music must not cause a nuisance or annoyance to others.
13. Any sales of alcohol within the licensed area must be authorised by a premises licence issued under the Licensing Act 2003.
14. Any material alteration to the Means of Escape, which affects people using the Means of Escape, inside or in the immediate vicinity outside the premises must be recorded in the premises' Fire Risk Assessment as a significant finding. Control measures should be put in place to reduce risk within the area as well as recording them. A review of the hazards and risks should be ongoing throughout the period the premises are in use.
15. This Licence covers the use of amenities by customers for consuming food or refreshment which have been purchased from the licenced establishment. This Licence does not permit the use of the amenities for any other purposes at any time.
16. No additional charge shall be made to customers for the use of the tables and chairs within the licensed area.

17. The licensee may only use the land for the placing of tables and chairs in the course of his business only during the hours permitted by the licence and only within the defined area applied for.
18. No tables and chairs or barriers may be placed in the area until a licence has been granted.
19. No other items may be placed on the highway within the licensed area other than that approved in accordance with the application and the licence when granted. This consent also excludes "A boards" unless specified on the licence.
20. The licence is granted for a period of 12 months. **This licence will not be renewed automatically.** Compliance with the terms of conditions of any previous licence will be taken into account at any application for renewal. The Highway Authority reserves the right to refuse renewal applications where appropriate.
21. The licensee is responsible for carrying out the reinstatement of the highway in the event of any damage to the highway occurring as a result of the activity (if requested to do so by the Highway Authority). The permanent surface reinstatement shall be carried out to the satisfaction of the Highway Authority.
22. The license is issued to the applicant only and is not transferable.
23. These conditions may be varied where appropriate to reflect any changes in local circumstances.
24. The footway must not be obstructed by patrons standing between tables, chairs and the kerb, **or by the personal possessions of patrons.**
25. The fee is for the administration and grant of the licence. No refunds will be made in the event of a surrender of the licence before expiry. There is no automatic right to appeal against refusal of consent.
26. The Highway Authority may withdraw this consent at any time upon giving the licensee seven days' notice in writing. Upon withdrawal of the consent the licensee shall remove the amenities from the public highway and, in default, the Highway Authority may remove the amenities and recover from the licensee its cost in so doing.

Enforcement Measures

Periodic inspections of pavement cafés will be made by the Council to ensure compliance with the Pavement Café Policy and Guidance

Breach of Conditions

Where a breach of a license condition is noted, the operator of the pavement café will be served with both verbal and written notice of the offence(s) being committed. The operator will be given 7 days to comply.

Where the Highway Authority serves a notice on the licensee requiring him/her to remedy any breach of the terms of this consent, and the licensee fails to comply with the notice, the Highway Authority may itself take the steps required by the notice and recover from the licensee any expenses incurred.

A further inspection will be made of the pavement café 7 days after the notice is served. If remedial action has not been taken then a Notice of Contravention will be issued further outlining the nature of the offence(s) and informing the operator that they are to remedy the breach or remove the pavement café from the highway within a period of 7 days from the date the notice is served.

After the 7 day notice has expired, a further inspection will be made and if it is found the breach has not been remedied then the pavement café furniture will be removed by the Council or the Police and the licence revoked.

If the pavement café continues to operate once the licence has been revoked then any objects/furniture occupying the highway will be removed from the highway without further notice.

Unauthorised Pavement Cafés (a café without a valid licence)

Where an unauthorised pavement café is found to be operating without the correct permissions, the operator will be served with both verbal and written notice of the requirement to remove the pavement café from the highway within 7 days.

After the 7 day notice has expired, a further inspection will be made and any objects/furniture occupying the highway will be removed from the highway without further notice.

An inventory detailing the confiscated items will be made and a receipt issued to the licence holder/operator. Items removed by the Council will be subject to a release fee. This fee will be reviewed annually. If the items are not collected within 21 days of the date of seizure the Council will dispose of them.

Persistent variances from the conditions will result in the licence being revoked.

No part of the fee shall be refunded should the licence be revoked

34. Temporary Road Closures

- Temporary road closure orders may be made to facilitate:
- Events taking place on the highway
- Highway works by a statutory undertaker / public utility
- Highway works by a third party to facilitate new development
- Improvement or maintenance of the highway network

Temporary road closures may not last for more than 18 months unless approval of the Secretary of State is granted.

Temporary closure orders for third parties and statutory undertakers / public utilities will be subject to a charge (see Highway Charges).

35. Tourist Signing

1. DEFINITION

1.1 A “tourist destination” is defined as a permanently established attraction which attracts or is used by visitors to an area and is open to the public without prior booking during its normal opening hours.

2. GENERAL POLICY

2.1 To ensure that tourist confidence is upheld in the white on brown system of direction signing to tourist attractions and facilities it is essential that a minimum level of quality is maintained and that the provision of tourist signing does not lead to a proliferation of direction signing to the detriment of road safety and the environment.

2.2 For these reasons the provision of tourist signing will only be considered:

- to permanently established sites which are open to visitors without prior booking for a minimum of 4 hours a day, 150 days per year
- to sites whose primary purpose is to provide an attraction or facility for tourists-tourist signing will not be permitted at locations where other directional signing (including private signing) exists, or is to be provided
- where their provision is considered essential to direct visitors to an attraction or facility-signs will not be approved at locations where their provision would be mainly for promotional or advertisement reasons
- for sites where other eligible establishments in the vicinity would not be compromised by their provision
- at locations where the effectiveness of existing traffic signs will not be adversely effected
- in areas where their provision will not detract from the visual environment.

3. TOURIST ATTRACTION REQUIREMENTS

3.1 Tourist attractions will generally include places of interest open to the public which attract visitors to the area and offer recreational, educational or historical interest. These include, for example, theme parks, historic houses, museums, zoos and leisure complexes.

3.2 In addition to the general conditions stated in paragraph 2.2, tourist attractions must also comply with all of the following conditions to qualify for the provision of tourist signing:

- The owners or management of the attraction must provide confirmation that they have registered with Visit England and have agreed to abide by its Code of Practice for Visitor Attractions (leisure destinations do not have to be and for reasons of their national interest English Heritage and National Trust properties are exempted from this requirement)
- The applicant must provide evidence that appropriate steps have been taken to publicise the attraction and to inform potential visitors of suitable approach routes
- There must be adequate on-site facilities for visitors, including parking, appropriate to the size of the site and the number of visitors which it is likely to attract.

- Where off-site parking is provided it must be within a safe reasonable walking distance of the attraction.
- If the off-site car park is not owned by the operator of the attraction, written confirmation that such use is acceptable must be provided.
 - a. Attractions will only be signed from the nearest A or B Class road or the nearest signed settlement. Those with direct access to such a road will not need signing if the entrance is visible and identifiable from a sufficient distance to enable safe vehicular movement at the access.

Signing from motorways and trunk roads will be considered in accordance with the Highways Agency's own criteria, and will be subject to their approval. Where an attraction meets these criteria, consideration should be given to signing from the nearest of these roads.

Signing to attractions in urban areas should be considered in conjunction with any signing to tourist facilities and should form part of a comprehensive scheme developed in conjunction with the local Council, Tourist Officer, business associations and other local representative bodies. Priority should be given to directing tourists to appropriate public car parks and to providing Tourist Information Centres (TICs) or Tourist Information Points (TIPs) within the car parks. Signing to attractions could then take the form of pedestrian signing.

Subject to road safety and traffic management considerations outlined in Section 7, as a general rule no more than six destinations (less on high speed roads), of which not more than four should be tourist destinations, should be included in any sign structure. It may be necessary to prioritise tourist destinations with primary and other local destinations, and where necessary, tourist destinations may be prioritised on the basis of visitor numbers or closeness to the initial signing.

Directional signing to the attraction must satisfy the environmental requirements listed in Section 6. To reduce environmental impact, where an attraction requires signing through more than two junctions, consideration should be given to providing signs of the "For X, follow Y" type, utilizing where possible existing signing legends rather than providing additional continuity signing.

4. ASSESSMENT OF TOURIST FACILITIES

4.1 The provision of signing to tourist facilities will only be considered where it can be shown that they will be of benefit to tourists who require serviced accommodation, refreshment, shopping, leisure facilities etc. The numbers and level of provision of tourist facilities vary across the County and between urban and rural locations. Clearly, it would be impracticable to sign every facility.

4.2 To avoid a proliferation of signing, basic conditions have been developed which apply to all facilities and more specific conditions for each type of facility.

Basic conditions

4.3 In addition to the general conditions stated in paragraph 2.2 tourist facilities must also comply with all of the following basic conditions to qualify for the provision of tourist signing:

- The owners or management of the facility must provide confirmation that they have been operating for at least 12 months.
- The facility must meet the standards required by professional or regulatory organisations appropriate to the facility and its conduct of business and operation
- The applicant must provide evidence that appropriate steps have been taken to publicise the facility and to inform potential visitors of suitable approach routes.
- There must be adequate on-site facilities for visitors, including parking, appropriate to the size of the site and the number of visitors which it is likely to attract. Where off-site parking is provided it must be within a safe reasonable walking distance of the facility. If the off-site car park is not owned by the operator of the facility, written confirmation that such use is acceptable must be provided.

In addition to these basic conditions establishments will also need to satisfy the more specific conditions for the various types of facility listed below.

Accommodation

4.4 The provision of tourist facility signing for the following types of accommodation will be restricted in both rural and urban areas to premises whose primary function is providing accommodation.

4.5 Hotels and Bed and Breakfast establishments must be members of a quality assurance scheme which requires independent inspection of all member premises and which are more than just marketing schemes. Those operated by the ETB, AA or the RAC are suitable.

4.6 Camping and Caravan sites retain their eligibility for tourist signing from the 1991 regulations. To qualify for signs a site must be licensed under the Caravan Sites and Control of Development Act 1960 and/or the Public Health Act 1936 and have a minimum of 20 pitches for casual overnight use. They should also be members of the British Graded Holiday Parks Scheme ("Q" scheme) or alternatively be registered with the ETB.

4.7 Youth Hostels also retain their eligibility for tourist signing under the 1991 regulations and all Hostels managed by the Youth Hostels Association may be provided with tourist signing.

4.8 Self-catering accommodation tends to be pre-booked, with visitors receiving directions to the premises. In this situation it should not be necessary to consider such facilities for tourist signing. If evidence can be produced that self-catering accommodation is available without pre-booking and the ETB quality standard for this type of accommodation is met then the provision of tourist signing could be considered.

Refreshment

4.9 Tourist facility signing will only be considered for establishments whose primary function is to provide refreshments for visitors to the area. This group of facilities will include restaurants, cafes and public houses, which provide food but will exclude premises whose primary function is the sale of alcoholic drinks.

4.10 Many premises provide refreshments and it would clearly be unacceptable to provide tourist signing to all such facilities. To do so would lead to a proliferation of

signs which in many cases would be directing visitors away from equally suitable establishments. For these reasons only isolated or remote refreshment establishments and those which are promoted as tourist attractions will be considered for signing.

4.11 Similarly, it is proposed that there should be no tourist signing of refreshment facilities in urban areas. In these areas it is recommended that there should be greater use and signing of TICs and TIPs. In the market towns TIPs should be located in the town centre public car parks and should contain information on the attractions and facilities available. The information displayed will be a matter for the District/City Authorities to agree with the appropriate bodies representing the various tourist facilities and attractions involved.

4.12 In rural areas tourist signing to refreshment facilities will only be considered where:

- The facility is not located on a Class A or B Road or on a main thoroughfare. Establishments in bypassed communities will be considered under the special conditions which relate to this situation and are described in paragraph 5.2
- There are no similar facilities within one mile
- The facility must comply with all relevant Environmental Health, Planning and other legislation
- The facility must have a minimum of 20 seats available for dining and should serve hot meals at lunch times and in the evening without pre-booking.

Shopping

4.13 Conventional local direction signing is already available for directing visitors to town centres, superstores etc. and this should continue to be used. Only shops which have special features specifically for tourists will be considered for signing in urban areas. The use of TICs and TIPs is considered to be most appropriate for this type of signing.

4.14 In remote areas the signing of village stores will be permissible but only in locations where their presence would not otherwise be apparent.

4.15 Garden centres which are able to demonstrate that they promote themselves to the tourist market may be considered for signing.

4.16 Generally, shopping facilities will be signed by their generic names i.e. village store, craft centre, garden centre etc. Individual naming of facilities will only be considered to prevent possible confusion between similar facilities.

Leisure

4.17 Leisure facilities will include recreational facilities, sports venues, cinemas and leisure centres etc. Tourist signing will be considered if the following requirements are met:

- Theatres, cinemas and music venues must have a minimum of 50 seats
- Sporting venues must demonstrate a regional or national significance, holding regular fixtures with suitable visitor facilities.

Implementation Guidelines

4.18 Facilities will only be signed from the nearest A or B Class road. Those with direct access to such a road will not need signing if the entrance is visible and identifiable from a sufficient distance to enable safe vehicular movement at the site.

4.19 Signing from motorways and trunk roads will be considered in accordance with the Highways Agency's own criteria, and will be subject to their approval. Where a facility meets the criteria, consideration should be given to signing from the nearest of these roads.

4.20 Signing to facilities in urban areas should be considered in conjunction with any signing to tourist attractions and should form part of a comprehensive scheme developed in conjunction with the local Council, Tourist Officer, business associations and other local representative bodies. Priority should be given to directing tourists to appropriate public car parks and to providing TICs or TIPs within the car parks. Signing to facilities could then take the form of pedestrian signing.

4.21 Subject to the road safety and traffic management considerations outlined in Section 7, as a general rule no more than six destinations (less on high speed roads), of which not more than four should be tourist destinations, should be included in any sign structure. It may be necessary to prioritise tourist destinations with primary and other local destinations, and where necessary, tourist destinations may be prioritised on the basis of visitor numbers or closeness to the initial signing.

4.22 Directional signing to the facility must satisfy the environmental requirements listed in Section 6.

4.23 To reduce environmental impact, where a facility requires signing through more than two junctions, consideration should be given to providing signs of the "For X, follow Y" type, utilising where possible existing signing legends rather than providing additional continuity signing.

4.24 The general requirement to admit the public without prior booking will preclude the signing of facilities that are primarily membership organisations (e.g. golf clubs).

4.25 Where there are two or more facilities of the same type either in an area, or along a particular route, then generic legends rather than individual ones should be used.

5. POLICY FOR BYPASSED COMMUNITIES

5.1 The presence of "local services" in by-passed villages or small towns can now be signed using the "white on brown" tourist signs. The sign can include a short descriptive phrase, such as "Historic market town". Generic names and/or symbols **should** be used to indicate the facilities/attractions available (i.e. Hotels/bed symbol; restaurants/knife and fork symbol, etc).

It is reasonable to expect larger towns to provide the full range of visitor facilities and therefore, it is proposed that only settlements of 10,000 population or less which are also within 3 miles of a main road will be considered for this type of signing.

6. ENVIRONMENTAL CONSIDERATIONS

6.1 Many tourist attractions and facilities are located in environmentally sensitive areas quality of the surroundings. A proliferation of signing in these areas would be counter-productive to the very reason for tourists visiting the area.

6.2 Details of tourist facilities should be provided at TICs and TIPs for which signing using the “*T*” symbol will be permitted.

6.3 In conservation areas tourist attractions may be signed but signing to tourist facilities will not be permitted. A boundary sign may be allowed at the edge of the village or town to identify the available tourist facilities. Within conservation areas signing to tourist attractions will be considered but will be subject to the approval of the Director of Environment and Regulation and the appropriate District Council Planning Officer.

7. ROAD SAFETY AND TRAFFIC MANAGEMENT ISSUES

7.1 Signs will be provided in accordance with the Traffic Signs Regulations and General Directions 2016 and all subsequent amendments and shall be manufactured in accordance with BS 873.

7.2 The number and size of signs required will depend on the road system and traffic flows and speeds. Sign design will be in accordance with good traffic management practice and will be to the satisfaction of the Assistant Director - Highways.

7.3 If tourist signing is refused on road safety grounds, the applicant will be clearly informed of the dangers which necessitated refusal.

8. APPLICATION PROCEDURE AND PAYMENT FOR SIGNS

8.1 All tourist signing costs should be borne by the applicant. This includes design, administration, manufacture, installation and ultimately maintenance.

8.2 On receipt of an initial enquiry applicants will be supplied with a self-assessment form (see below) and an application form. These will facilitate an initial self-assessment of their eligibility for tourism signing and if this appears favourable to make a full application. The form will also state the conditions relating to the provision and costs of signing and when completed and returned to the Highways Directorate, with the completed application form and initial administration fee will instigate the detailed assessment of eligibility and entitlement.

8.3 The following costs will be borne by the applicant:

- i. Administration and site feasibility fee -if the applicant decides to make a formal application for tourist signing he/she will be asked to provide a nonreturnable fee of £200.00 and to sign a form of agreement which sets out the pricing mechanism and their legal obligation. The fee will cover the administration time in checking eligibility, assessing entitlement, copying applications for consultation, staff time and travelling costs in carrying out the assessment of sign locations and all associated correspondence.
- ii. Design and post erection inspection fee -the full cost of these works will be charged.

8.4 The applicant will be expected to pay all fees in advance. The signs will be procured under the third party funding policy for highway features with the applicant meeting all works costs and a commuted sum for the maintenance of the signs during their design life. The cost of replacing signs as a result of damage vandalism or theft or at the end of their design life must be met by the applicant.

8.5 The County Council reserves the right to remove signs, should an attraction or facility cease to meet the relevant criteria, and to charge the operator of the attraction for the cost of this work. It may also prove necessary to relocate signs for road safety or traffic management reasons but such works would be carried out at the County Council's expense.

8.6 Where there is more than one destination on any sign the cost of that sign will be borne equally by the applicants.

9. ELIGIBILITY

9.1 To be eligible for consideration for the provision of tourist signing operators must be able to answer "yes" to all of the questions below.

ELIGIBILITY AND CONDITIONS SELF ASSESSMENT FORM

- 1 Does your business benefit from tourism?
- 2 Has it been operating from a permanent site for 12 months?
- 3 Does it fulfil an identified tourist need?
- 4 Do visitors need directions other than normal road signs to find your establishment?
- 5 Is it open to the public without prior booking?
- 6 Are you prepared to pay all reasonable costs for signing if your application is successful?
- 7 Do you accept that any agreed signing can be removed at your cost if your facilities fail to maintain relevant criteria or move location?
- 8 If your application is successful will you remove any off site advertisement signing which you may have on or adjacent to the public highway?

Notes

- i. The administration and site visit fee is payable at the time of application in accordance with the approved schedule of highway charges and fees.
- ii. There are additional costs for design fees, safety audit of sign schemes designed by other than Cambridgeshire County Council, construction and erection.
- iii. Traffic management, road safety, local amenity, quality of attraction and standard of service all have to be taken into account and could, without prejudice, form the basis for rejection of your application.
- iv. The design, maximum number and locations of signs are determined by Cambridgeshire County Council and may be altered upon review of traffic management, safety or amenity needs.
- v. Applicants should not expect signing from all possible directions.
- vi. All signs become and remain the property of Cambridgeshire County Council.

Updated January 2018

36. Traffic Calming

Traffic calming schemes may consist of a combination of various traffic calming features, designed to reduce and manage the speed of vehicles and improve road

safety. The design of schemes should accord with current Department for Transport standards and take into account all relevant guidance and advice.

37. Traffic Regulation Orders

Traffic regulation orders must comply with County Council policies subject to Elected Member decision via the Committee process.

The process for introducing traffic regulation orders shall be in accordance with the current Government procedure regulations.

The informal consultation process will identify who is likely to be affected by a proposal and we will ask those individuals/groups to provide feedback on draft plans.

We may use this process to help shape the proposal that will later go out for formal consultation.

The formal advertisement of a draft traffic regulation order will be undertaken by the Policy and Regulation Team.

38. Traffic Signals

Traffic signals may be provided to:

- reduce accidents
- improve conditions for pedestrians (in particular vulnerable users), cyclists and public transport
- balance conflicting access demands
- manage vehicle flow

New installations will be designed in accordance with current relevant standards, taking into account all relevant guidance. New installations shall incorporate pedestrian and cycle facilities as far as is reasonably practicable.

39. Traffic Signs

All directional, warning and information traffic signs will be designed in accordance with the current Traffic Signs Regulations and General Directions (TSRDG) and other national guidelines issued by the Department for Transport. The use of non-prescribed signs must be authorised by the Department for Transport.

New or replacement sign posts on roads with speed limits of 50 mph or higher shall comply with the requirements for road restraint systems as set out in the Design Manual for Roads and Bridges.

Passively safe street furniture will not be considered on roads with speed limits of 30 mph or less due to the possibility of frangible posts hitting pedestrians or causing other secondary accidents. The need for passive street furniture on roads with speed limits between 40 mph and 50 mph will be risk assessed as part of the road safety audit process.

40. Tree Policy

Scope

This document sets out Cambridgeshire County Council's approach to preserving and enhancing the tree stock across Cambridgeshire's highway network. The approach outlined below is very much a partnership effort, with the County Council working closely with Members, District and Parish councils, local organisations, communities and individuals.

Asset Management

This document forms part of the Highway Operational Standards (HOS), which details the County Council's approach to improving, managing, operating and maintaining its assets on the public highway and rights of way network.

Responsibility

- There are over 87,000 highway trees in the County and many more privately owned trees adjacent to the highway.
- Trees situated within the boundary of the public highway are generally the responsibility of the Highway Authority (Cambridgeshire County Council).
- Highways England is responsible for trees along motorways and trunk roads.
- Trees on private land are the responsibility of the land owner or occupier.
- Trees in hedges and boundaries are usually the responsibility of the land owner/occupier whose property abounds the highway.
- Trees on private property adjoining the highway are the responsibility of the owner/occupier, but the Highway Authority has a duty to ensure that such trees do not endanger the Highway or its users and statutory powers to discharge the duty.
- The responsibility for cutting back trees and other vegetation that overhangs the public highway from neighbouring land rests with the owners or occupiers of the land on which the trees or vegetation grow. The Highway Authority can enforce such actions, using its statutory powers, if the overhang is deemed a danger or nuisance.
- Cambridge City Council currently manages the tree stock within Cambridge City on behalf of Cambridgeshire County Council. There are some 10,400 street trees within Cambridge City.

Routine Tree Work

The County Council will cut back all hedges, trees and shrubs that are the responsibility of the Highway Authority to ensure appropriate visibility and sight lines and that road signs are not obscured. All cutting shall be undertaken in the late autumn or winter to accord with the Wildlife & Countryside Act 1981 and will be carried out to recognised arboriculture standards. Where an obstruction to a sight line, street light, road sign etc. or a potential hazard has been identified these shall be prioritised to allow works to be undertaken as part of the cyclic maintenance programme.

The local member/s of the County Council and the relevant District, Parish, Town or City Council will be informed of any works due to be carried out, a minimum of two weeks prior to the work being undertaken. In the case of emergency work the relevant

local members will be updated once the work has been completed, should it not be practical to do so before dealing with the emergency.

Trees Encroaching on Public Highway

Trees and vegetation that overhang the highway should be crown-lifted to at least 5.2m to allow safe passage of high sided vehicles as well as being cut back sufficiently from the edge of the carriageway to allow clearance for wing mirrors.

Trees and vegetation that overhang footways and footpaths should be crown-lifted to at least 2.5m and cut back to ensure that the footpath/way is at least 1.2m in width or to recover the full width. This is to allow safe passage for all footpath/way users including wheelchairs and mobility scooters.

For obscured road signs, the area cut shall be from the edge of the carriageway to the signpost furthest from the carriageway tapering to the edge of the carriageway at a distance of 150 m on 'A' and 'B' class roads and 75m on all other roads, so that the sign is visible to the road user.

These heights have been selected as an acceptable standard and any vegetation below this may be deemed to be an obstruction. We may enforce Section 152 of the Highways Act (1980) which allows us to serve notice upon the owner of the trees/vegetation informing them that they need to clear any obstructions safely.

When considering works to trees close to the highway, it is important to remember that wet, leaf laden branches may droop up to a metre lower than in their leafless, winter state.

Hedge Maintenance

Hedges should be trimmed as appropriate for highway safety or as part of their regular maintenance. They should be cut or laid, never flailed, unless they have been managed in this manner for five years or more. The cuttings should be swept up from carriageways and footways where they may cause punctures.

Trimming hedges during the bird nesting season should be avoided unless hedges are preventing the passage, or affecting the safety of the highway user, including cyclists and pedestrians.

The most active period of bird nesting season is from 1st March to 31st July but can extend from February to August so it is important to check that there are no active nests before trimming. Birds and their nests are protected by law. More information on this can be obtained from Natural England.

Replacement Trees

Trees that have to be removed from the highway or pathway will be replaced if the Council budget is available. Where no budget is available, the Council will contact the local Parish, City or District Council to see if they or local residents would like to pay for the planting of a replacement tree. The local County Council Member will also be informed about the tree removal and opportunity for a replacement.

Planting New Trees

The Council is happy to license new planting on the public highway where it is considered feasible and appropriate, via a risk assessment and safety check sheet. We will work closely with District, Town and Parish Councils, local organisations and individuals who may wish to plant trees in the public highway subject to good arboriculture practice, with cases assessed on a site by site basis.

Householders can apply to plant and maintain trees on the highway verge in front of their house only. This is done under Section 142 of the Highways Act. Support regarding an application will be provided by the Highway Authority, including specific guidance on species, location and suitability.

If you are a District, Town or Parish Council we will consider granting an agreement under Section 96 of the Highways Act to plant and maintain trees in your town or parish (please see our page on planting on the public highway). We will need to be satisfied that the trees are suitable now and in the long term, taking into account safety, existing features, utility apparatus, water extraction, tree canopy and future maintenance implications. Commuted sums should be in place before a new tree is adopted in respect of the ongoing tree and landscape maintenance, but the County Council will help seek alternative sources of funding for tree planting, as well as commuted sums from others, (e.g. Parish Councils), for those who wish to plant trees on highways.

Good arboriculture practice must support any new planting proposal on new developments or existing adopted public highway. The 2014 Trees & Design Action Group guide "Trees in Hard Landscapes a Guide for Delivery" which considers technical design solutions and methods for tree planting in roadway verges and hard landscape areas is a useful document to promote good practice.

Planting will be approved either by Agreement (Highways Act 1980 - Section 96) or by Licence (Highways Act 1980 - Section 142), or by commuted sum. Depending on the type of agreement, ownership and maintenance of the planting will transfer to the County, District, Town or Parish Council (Section 96) or the frontage (Section 142) owner who will be responsible for maintenance.

Privately Funded / Third Party Trees

Parish Planting Schemes and/or privately funded new or replacement trees are welcomed and encouraged, and the County Council is keen to work with organisations / individuals that wish to fund replacement / new trees on the public highway.

Considerations for those wishing to privately fund trees:

- The type and siting of the planting does not differ from the approved scheme without written consent of the Highway Authority;
- The Council encourages a minimum of three metres planting distance from the road edge. However, some roadside verges may accommodate trees closer to the road edge than this, and the Council is pleased to consider site specific assessments on a case by case basis.
- For new trees, the party carrying out the planting consults with all affected utility companies, and pays for any alterations or damage caused during planting;

- For new trees the party carrying out the planting consults adjoining landowner(s), local Parish, Town or City Council, concerning the proposals and resolves any dispute or objection to the scheme;
- For new trees copies of the correspondence with utility companies and adjoining landowners are provided to Cambridgeshire County Council along with the proposal.

Insurance Claims and Subsidence Caused by Trees

There has been much discussion concerning subsidence of structures allegedly caused by street trees. Subsidence may be the result of many things such as a general reduction of ground water levels, inadequately designed or constructed foundations or seasonal variations in the moisture content of soils. Consequently we will not automatically agree to remove trees where there is evidence of building subsidence and property owners should seek professional advice.

It is up to the owner of the property to prove that the tree(s) is (are) causing the damage. This is normally done by submitting a full arboriculture report from a structural engineer and/or a chartered surveyor and a professionally qualified arboriculturalist (with 12 months of crack monitoring data attached, soil analysis and other supporting evidence) from your insurance company.

The Council will carefully consider any relevant claims for subsidence damage but does not accept as a matter of course nearby highway trees are likely to cause or contribute to a subsidence problem. Early investigations are recommended as early action can limit the potential for damage.

Subsidence claims related to highway trees are administered by the Council Insurance Team. The claimant must provide positive evidence to demonstrate that the highway trees have caused the subsidence. Where appropriate the Council will obtain an independent third party opinion. The following information is required:

- Plan showing the location of the property and trees
- Age of property
- Depth and type of foundation
- Details of relevant property extensions
- Drainage details and location of other services
- Extent of damage
- Tree root data
- Soil and subsoil analysis
- Seasonal movement monitoring level distortion survey

Summary

The Highway Authority recognises that trees on the highway form an important part of the natural landscape providing aesthetic, ecological and environmental benefits. To that end we are keen to support and encourage local communities that wish to plant trees in their area. In the first instance please contact the Local Highway Officer for your area.

41. Vehicle Activated Signs (VAS)

It is recommended that VAS are only deployed if it is clear that the problem cannot be remedied by changing the environment, therefore VAS will only be permitted at accident cluster sites where there is a record of personal injury accidents for which excessive speed is considered to be a contributory factor and engineering measures have not resolved the problem.

The trigger speed for sites is an 85th percentile speed above ACPO limits (Association of Chief Policy Officers), i.e. 15% of drivers would be exceeding ACPO levels (= speed limit +10% +2mph). Without a recognised speed problem there is little benefit in reinforcing the speed limit.

Where a VAS is installed on the highway the sponsor must also provide funding for a commuted sum to cover its future maintenance, usually we limit this to 20 years.

If a VAS sign is adopted by the Highway Authority it will be maintained throughout its working life. Replacement due to failure and not being economical to repair will need to be third party funded. Replacement due to failure or as a result of accident damage and not being economical to repair will need to be third party funded. However replacement VAS will not automatically be approved unless the circumstance meet the above criteria.

~~To reduce the funds required by communities~~ We are promoting in place of main operated units, the use of Moveable Vehicle Activated Signs or Speed Indicator Devices which removes the need for solar panels or expensive mains power supplies. The sponsor would need to recharge the battery and may need to pay the manufacturer a small annual service charge. These signs are cheaper than the traditional ones and we currently do not require a commuted sum to be paid.

Moveable Vehicle Activated Signs (MVAS)

MVAS are temporary and will not be in operation at any one site for more than one month.

MVAS sites will be determined by the Local Highway Authority after consideration of the following factors:

- The criteria for a VAS are not met
- Evidence of inappropriate speed
- Evidence of Parish/Town/City Council support for public concern over vehicle speeds and willingness to operate a volunteer MVAS relocation scheme

Speed Indicator Devices (SIDs)

SIDs are temporary and will not be in operation at any one site for more than one month.

SIDs will only be permitted at locations covered by a 30mph speed limit.

SIDs sites will be determined by the Local Highway Authority after consideration of the following factors:

- The criteria for a VAS are not met
- Evidence of inappropriate speed
- Evidence of Parish/Town/City Council support for public concern over vehicle speeds and willingness to operate a volunteer SID relocation scheme

42. Vehicle Access

A dropped kerb may be used to provide access for vehicles to a property. If you would like a dropped kerb for vehicle access you need to put in an application to the County Council and if successful, arrange and pay for the construction.

To make an application (charges available on website and subject to annual review):

- contact your local planning authority;
- gain planning permission or a written statement that you do not need planning permission;
- call 0345 045 5212 and apply for a dropped crossing. Please note that a fee is payable at this point as detailed on our website, under Fees and Charges;
- if your application is approved you will need to employ a contractor to carry out the work. If your application is not approved you will receive a refund as detailed on our website, under Fees and Charges;
- complete a booking road space form

43. Vehicles for Sale on the Highway

Vehicles offered for sale on the public highway should be reported to the District Council for enforcement under the Neighbourhoods and Environment Act.

44. Highway Enforcement

General

In the most serious cases the County Council will consider the use of enforcement powers. Any action that is taken will have been carefully considered and will be in line with the Council's Enforcement Policies. The Enforcement Policies can be viewed on our website

The County Council's Enforcement Policies comply with the requirements of the following and should be read in conjunction with them:

- Regulators Compliance Code
- Code for Crown Prosecutor
- Enforcement Concordat
- The Guidance Manual for the Cambridge Parking Scheme
- Street works Enforcement - Refer to national legislation

Areas for Enforcement

The County Council's powers of highway enforcement would be exercised should the following items be found not to be compliant with the policy.

- A Boards
- Abandoned vehicles on the Highway
- Banners on the Highway
- Bollards and Marker Posts
- Depositing materials on the highway
- Encroachments and Obstructions
- Horses on the Highway
- Kerbing
- Mirrors on the Highway
- Mud on the Highway
- Religious symbols on the Highway
- Street Traders
- Tables and Chairs
- Vehicular Access
- Vehicles for sale on the highway

Specific guidance is shown below (items 4 and 5 – in relation to unauthorised encampments and signs)

Unauthorised Encampments

Where an unauthorised encampment is situated on the public highway, including a Public Right of Way, the Asset Manager will liaise with and support the Travellers Liaison Officer in confirming that the encampment is on highway land and whether any action should be taken to achieve the removal of the encampment off the public highway.

Any decision to instruct Legal Services to serve notice on the travellers and to seek an appropriate court order will be made by the Assistant Director – Highways, in consultation with the Travellers Liaison Officer in accordance with the County Council's policy.

Unauthorised Signs

Advertising signs are not permitted on the highway. Highway Officers will take action when unauthorised signs along a road become a problem or in response to a complaint from a parish or town council or from other elected representatives.

Signs or 'A-boards' which interfere with the safe movement of road users will be removed without notice and stored for not less than four weeks. The owner may collect the sign(s) on payment of a fee. The signs will be disposed of if not collected after four weeks.

Life Cycle Plans – Carriageway as at 2016

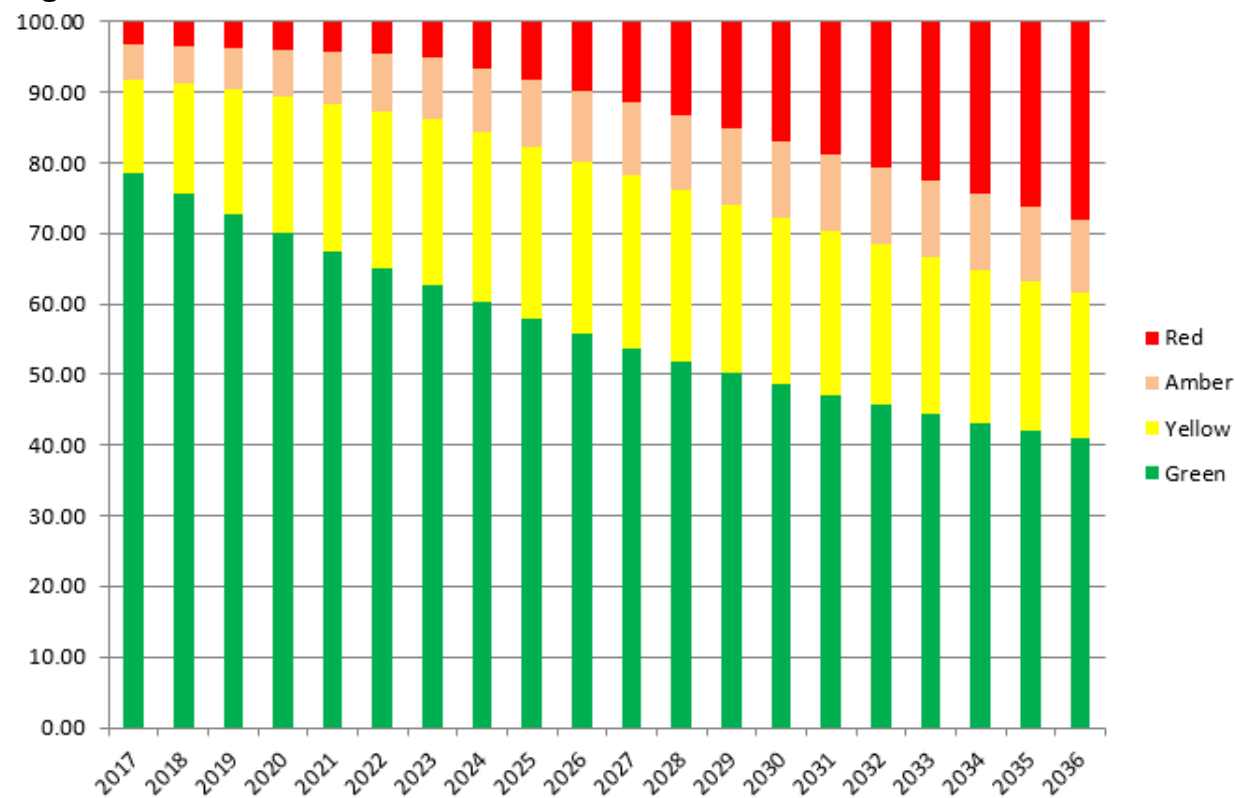
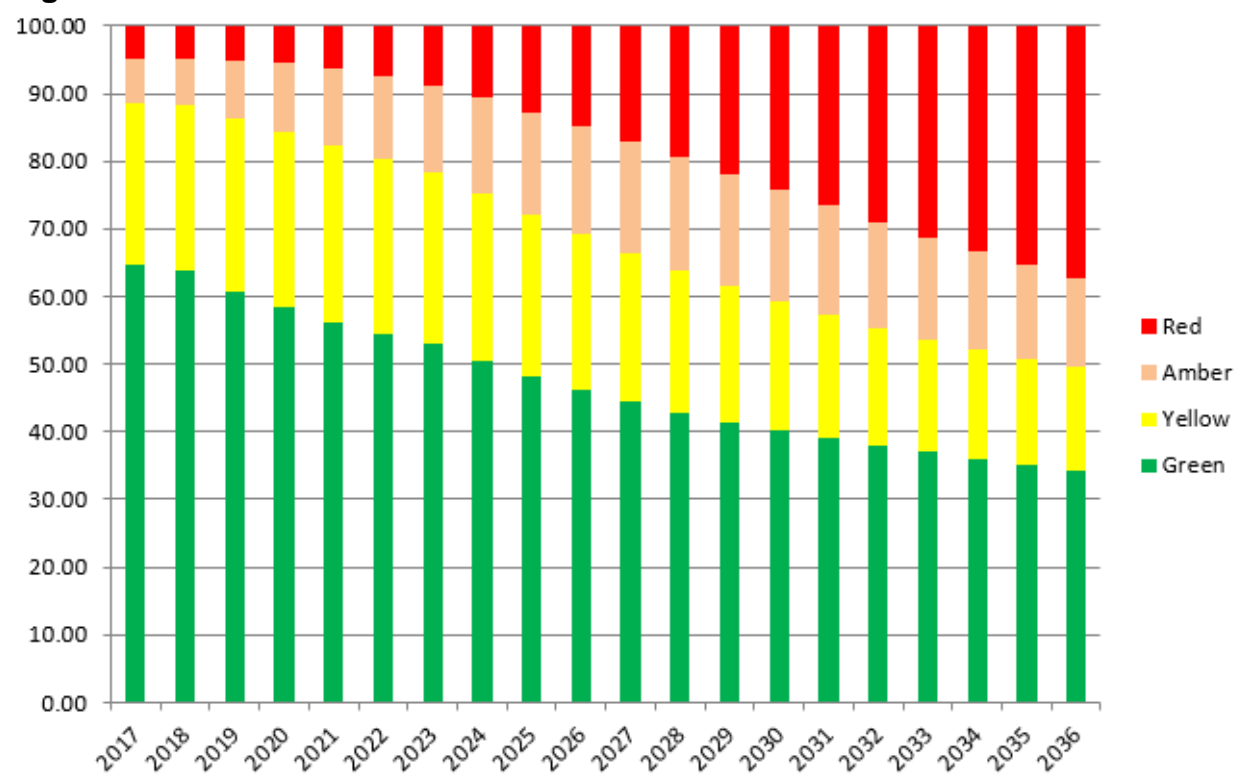
Fig. 1 – A class roads**Fig. 2 – B class roads**

Fig. 3 – C class roads

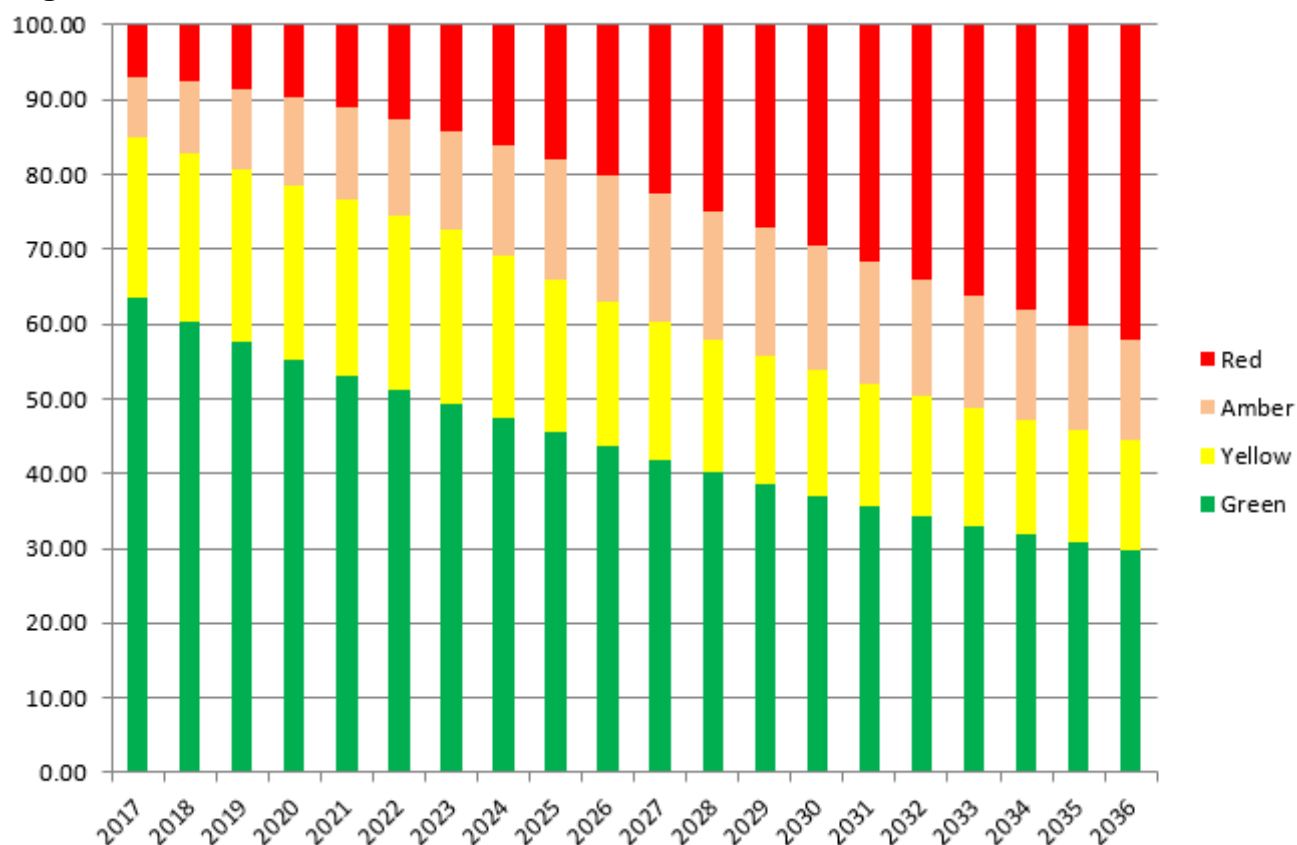
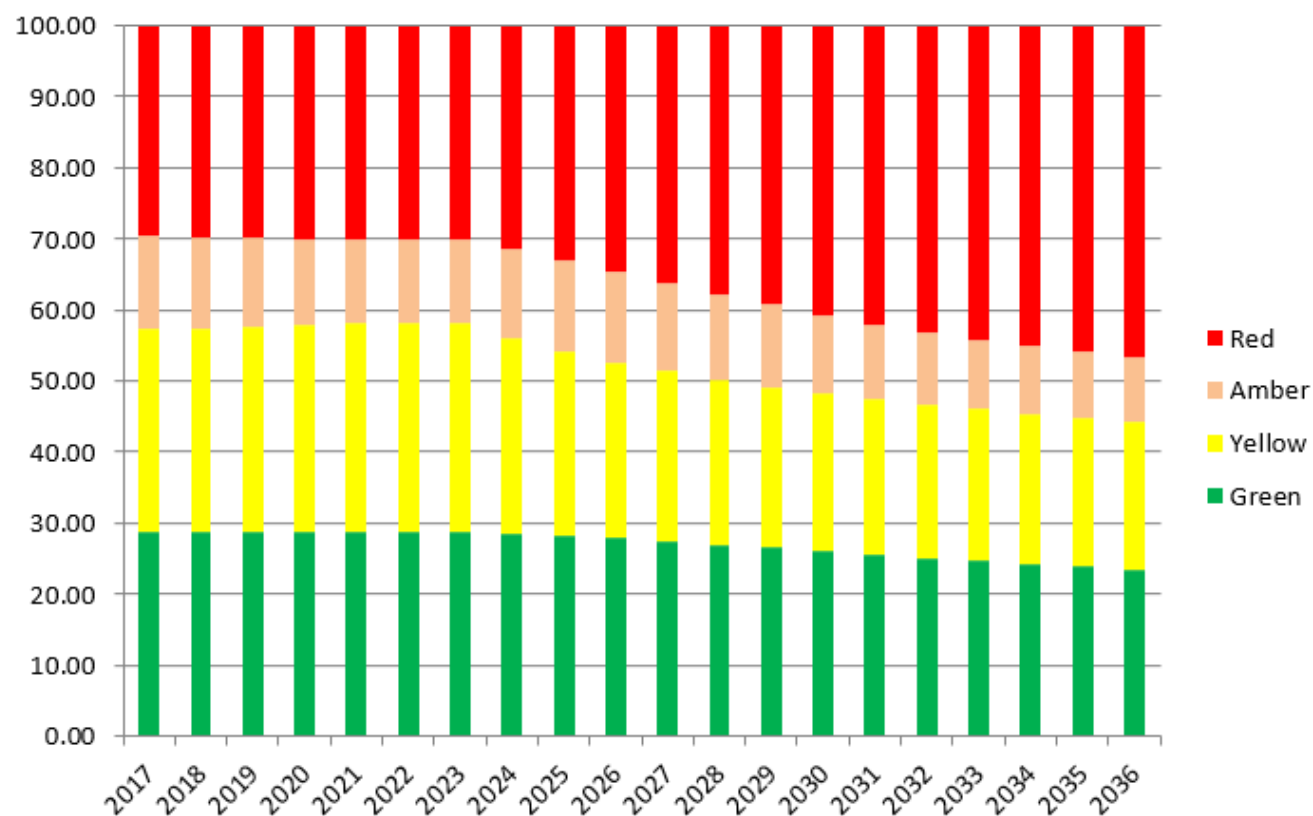


Fig. 4 – Unclassified roads



Skid Resistance Policy

The maintenance of adequate levels of skidding resistance on carriageways is a most important aspect of highway maintenance, and one that contributes significantly to network safety, particularly for riders of motorcycles. However, whilst the frequency of accidents is expected to increase as skidding resistance falls, the effect will be more pronounced for more 'difficult' sites and there is no skidding resistance boundary at which a surfacing passes from being 'safe' to 'dangerous'. Difficult sites are those where the geometry, for example, bends, junctions, steep gradients, pedestrian crossings and traffic signals increase the risks of skidding accidents.

Skid resistance network

The network to which this policy applies is based upon Cambridgeshire's maintenance hierarchy and incorporates Strategic Routes and Main Distributor Roads. A review of the maintenance hierarchy will be carried out periodically to ensure any changes to the road network or its usage are reflected and incorporated into this policy.

A list of roads that are routinely tested and for which this Skid Resistance Policy is applicable is given as Annex A.

Test Equipment

The test equipment to be used for routine skid resistance testing is SCRIM (Sideways Force Co-efficient Routine Investigation Machine). This complies with the national standard for skid resistance and is the preferred method for calculating the Characteristic SCRIM Co-efficient (CSC).

The network shall be tested on an annual basis, with 100% of the network to which this policy applies tested in both directions.

Setting Investigatory Levels

The initial investigatory Level (IL) is based upon various factors including road type, alignment or feature. HD28/15 Table 4.1 contains nationally defined IL categories, descriptions and values, for trunk roads and motorways. It is noted that HD 28/15 states that it "is not intended for the management of skid resistance on local roads, similar principles may be applicable". The table is reproduced below.

Site Category and Definition		Investigatory Level at 50km/h					
		0.30	0.35	0.40	0.45	0.50	0.55
A	Motorway						
B	Dual carriageway non-event						
C	Single carriageway non-event						
Q	Approaches to and across minor and major junctions, approaches to roundabouts						

K	Approaches to pedestrian crossings and other high risk situations						
R	Roundabout						
G1	Gradient 5-10% longer than 50m						
G2	Gradient >10% longer than 50m						
S1	Bend radius <500m – dual carriageway						
S2	Bend radius <500m – single carriageway						

- The dark shading indicates the range of IL that will generally be used for trunk roads carrying significant traffic levels
- The light shading indicates a lower IL that will be appropriate in low risk situations, such as low traffic levels or where the risks present are well mitigated and a low incidence of accidents has been observed
- Exceptionally, a higher or lower IL may be assigned if justified by the observed accident record and local risk assessment

Cambridgeshire County Council has set appropriate IL's for its network, based upon the table above, amended to reflect lower traffic levels. These are reviewed on a 3 year rolling programme, by a detailed site specific risk assessment. This assessment is to be undertaken by competent officer. The annual IL review programme is detailed in Annex B.

In addition, a review of the IL shall be carried out whenever there is a significant change to the network, such as the installation of a pedestrian crossing or roundabout. This review shall be carried out annually to incorporate any new installations/changes that are delivered through the authority's Highway Capital Maintenance Programme, and to capture any changes due to private development of which the Authority is aware.

Roads within any site category with no exceptional risk of skidding accidents will be assigned the lowest IL.

Cambridgeshire County Council bases its approach to setting ILs on Table 4.1 from HD28/15. Where the table permits lower values (light shading), the Authority will consider adopting these values.

Detailed Site Specific Risk Assessments and Site investigation

When routine SCRIM testing has been carried out, results are analysed to determine if there are any sites that are at or below the Investigation Level.

Where any site is at or below the IL, an investigation is undertaken to establish whether the site in question has a wet skidding accident skidding history. Those sites showing a correlation of wet skidding injury accident history and skidding resistance at or below IL are then subject to further investigation, leading to a prioritised list of sites for treatment.

Sites that have had one or more wet skidding injury accidents during the 3 year period prior to the SCRIM survey are deemed to have a wet skidding accident history.

Method of Prioritisation of Sites

Those sites that have skidding resistance considerably less than IL and also have a wet skidding injury accident history will be prioritised for further site investigation by the Authority's road safety team and probable treatment. Typically such sites will be 0.25 or more below IL.

All sites 0.10 or more below IL but less than 0.25 below IL that also have a wet skidding injury accident history will be assessed by the Authority's road safety team for possible site investigation and treatment.

Those sites less than 0.10 below IL will only be prioritised for treatment where there is a wet skidding injury accident history combined with poor texture depth and there are clear indications that improving the condition of the surfacing is likely to significantly reduce the risks of injury accidents occurring.

Accident histories will be assessed based upon the number of wet skidding injury accidents over the 3 year period prior to the SCRIM survey being undertaken.

Site Investigations

Individual site investigations shall be completed and documented.

The results of the site investigation will determine whether or not there is justification for treatment, or whether other action may be more appropriate. Surface treatment may not always be a necessary response and other measures to reduce the injury accident risk of the site may be both more cost effective and consistent with local transport policy. All decisions shall be fully documented on the Site Investigation Form, Annex C.

Any priority treatments will be identified and fed into the Highway Capital Maintenance Programme.

Site investigations will be commissioned or undertaken by the Council's road safety team. The road safety team will finalise the list of sites for treatment each year, based upon SCRIM data, injury accident histories, site investigations and other data held by the Authority. This data will include public reports of highways defects and service users' concerns.

Priority for treatment will be given to those sites with the greatest difference below the IL, where low skid resistance is combined with low texture depth and where the injury accident history shows there to be a clearly increased risk of wet or skidding accidents.

Cambridgeshire's Road Safety team will work with colleagues within the Highways Service and providers of highway services to ascertain the most cost effective treatments.

Slippery Road Signs

Signs will be erected where, following the above prioritisation processes (see also Annex C), treatment to improve skid resistance is scheduled to be undertaken. Upon completion of the works, signs will be removed.

Annex A – Road Network subject to routine Skid Resistance Testing

Road Number	From	To	Length (km)
Strategic Roads			
A1101	Lincolnshire boundary	Norfolk boundary	12.68
A1303	A428	M11 junction 13	2.75
A605	Entire length		26.51
A10	Entire length		54.61
A141	Entire length		46.94
A142	Entire length		38.38
A505	Entire length		20.29
A1198	A14	A428	12.48
Total length of Strategic roads			214.64
Main Distributor Roads			
A1101	Shippea Hill	B1411	13.19
A1303	M11 junction 13	A1304	20.41
A15	Entire length		3.16
A603	Entire length		18.68
A1096	Entire length		5.35
A1123	Entire length		39.77
A1198	A428	Hertfordshire boundary	20.38
A1301	Entire length		13.68
A1304	Entire length		10.07
A1307	Entire length		34.97
A1421	Entire length		3.76
A1309	Entire length		5.68
A1134	Entire length		20.19
B1040	A141	B1095	17.03
B1042	Entire length		6.47
B1043	C105	C339/A14	1.94
B1049	A14	A1123	15.85
B1050	A14	A1123	14.38
B1095	Entire length		6.12
B1102	A142	A14 (omit Isaacson Road, Burwell)	16.08
B1381	Entire length		8.1
Addenbrookes Road A1301 & U7046	Hauxton Road	Dame Mary Archer Way	2.15
Total length of Main Distributor roads			297.41
Total length of testing road network			512.05

Annex B – Programme for review of Investigatory Levels

Road Number	2018/19	2019/20	2020/21
A1101			12.68
A1303			2.75
A605			26.51
A10	54.61		
A141	46.94		
A142		38.38	
A505		20.29	
A1198		12.48	
A1101			13.19
A1303			20.41
A15			3.16
A603			18.68
A1096			5.35
A1123			39.77
A1198			20.38
A1301	13.68		
A1304	10.07		
A1307	34.97		
A1421	3.76		
A1309	5.68		
A1134		20.19	
B1040		17.03	
B1042		6.47	
B1043		1.94	
B1049		15.85	
B1050		14.38	
B1095		6.12	
B1102		16.08	
B1381		8.1	
A1301 & U7046		2.15	
Total km	169.71	179.46	162.88

Annex C – Site Investigation Form

General Information			
Name of Investigator		Date / time	
Weather conditions		Traffic conditions	

Site location and use	
Location and nature of the site (attach plan)	
Are there any features that could require users to stop or manoeuvre to avoid an accident?	
Has there been any change in site use since IL was set?	

Pavement condition data	
Site Category - (attach plan)	
Investigatory level - (attach plan)	
Test results - (attach plan)	
SCRIM deficiency - (attach plan)	
Also include excel spreadsheet as example provided	
Is the skid resistance consistent over the site?	
If no, what are the variations?	
Is the lowest skid resistance in locations where users have a specific need to stop or manoeuvre?	
Are there any individual 10m lengths that fall below the mean for an averaging length?	
Is the location significant, i.e. within a sharp curve?	
Does the site contain a sharp bend to the left in combination with braking or accelerating?	
What is the texture depth over the low skid resistance areas	

Are there any extreme values of rut depth or longitudinal profile variance that could affect vehicle handling or drainage of water from the carriageway?	
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Accident history		
	%	Number
% wet accidents		
% skid accidents		
% wet skid accidents		

Visual assessment	
Is a visual inspection of the surface condition consistent with the survey data?	
Is the whole of the carriageway surface generally consistent with the measured nearside wheel track?	
If so, is the location such that it is likely to increase the risk of accidents occurring?	
Is the surface free from debris?	
Does water appear to drain adequately during heavy rain?	
Is the pavement free from defects such as potholes?	

Road users	
What is the type and volume of road user?	
Are observed traffic speeds appropriate to the nature of the site?	
What types of manoeuvres are made and what is the consequence if not completed successfully?	
Is there evidence that road users fail to negotiate the site successfully?	

Road layout	
Is the road design still appropriate for the speed, volume and type of traffic?	
Is the layout unusual or confusing to road users?	
Is the road particularly narrow?	
Is the layout appropriate for vulnerable road users?	
Are junction sizes appropriate?	
Are right turning vehicles adequately catered for?	
Are priorities at junctions clearly defined?	
Are signals operating correctly?	
Are signals / signs clearly visible to approaching motorists?	
Are all pavement markings and signs appropriate and visible in all conditions?	
Have old markings been removed properly	
Are there any redundant signs that could cause confusion?	
Are all roadside objects on high speed roads protected adequately from vehicle impact ?	
Do sight lines appear to be adequate?	
Is the end of likely queues visible to road users?	
Does landscaping reduce the visibility, including signs?	

Additional information
Are there any other sources of information available, such as reports or visual evidence of damage only accidents or damage to street furniture?

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Results and actions

Is action needed?

If not, why not?

If yes, what action is required?

Officer responsible for report:

Signature:

Date:

Appendix I

Adoption of New Non-Motorised User (NMU) Routes

1. Introduction

- 1.1 The maintenance of Cambridgeshire County Council's existing highway network is planned and managed through its Highway Operational Standards (HOS), reviewed annually. The County's various transport strategies provide the guiding principles regarding the strategic development and management of the transport network, including non-motorised user routes comprising public rights of way and cycle routes ('NMU routes').
- 1.2 Records of the County's highway assets are managed by the Asset Information and Asset Planning teams. These databases provide the basis for the maintenance of the highway network, and include NMU routes.
- 1.3 In order for the network to be effectively planned and managed, both the current and future maintenance liabilities have to be managed. The adoption of new roads is well regulated through the Highway Development Management process. There is also an existing policy specifically regarding the adoption of public rights of way through diversions under the Highways Act 1980.
- 1.4 This policy sets out how the County Council will decide what NMU routes it should adopt in future in terms of need, affordability and consistency. This is particularly important in the current economic climate of ever-reducing budgets where an asset management approach is being taken to highway maintenance.
- 1.5 The policy first sets out the process by which the County Council will decide what new NMU routes it will adopt in future, based on criteria applied equally to all potential candidates.
- 1.6 Secondly, it addresses situations where the County Council has to decide if it will adopt recorded public rights of way not previously maintainable at public expense. It also addresses public path order diversion proposals that would result in additional maintenance liability than is currently the case, such as a change of surface material or additional length.

2 Classes of public access

- 2.1 Most linear forms of public access in Cambridgeshire exist as public highways, which may or may not be maintainable at public expense, depending on their origin. However, access can also be provided by permission of a landowner, as explained at 3.3 below.
- 2.2 There are six classes of highway, ranging from public footpaths at the lowest level to carriageways at the highest:
- **Footpath** – provides users with the right to pass and repass on foot only. A footpath is geographically separate from carriageways with adjacent footways (pavements).
 - **Bridleway** - provides the right to pass and repass on foot, bicycle and horse. However, cyclists should give way to pedestrians and horse-riders.
 - **Restricted byway** - provides the right to pass and repass on foot, bicycle, horse and horse-drawn vehicles in equal rights.
 - **Byway open to all traffic ('BOAT')** – provides the right to pass and repass on foot, bicycle, horse, horse-drawn vehicles and all motor vehicles. However they usually have a soft surface and many are not suitable for modern vehicles.
 - **Cycle track** – may carry pedestrians and bicycles, or only bicycles depending on its designation.
 - **All-purpose highway** – these are principally carriageways and carry all types of traffic from Non-Motorised Users to all motorised vehicles. Carriageways are divided into A, B, C and Unclassified categories. Unclassified status includes unsurfaced 'soft' roads. Carriageways may or may not contain footways, cycle tracks or multi-user routes for pedestrians, cyclists and equestrians adjacent to the section used by vehicles. Margins can be provided in or beside a carriageway for horses or driven animals if considered necessary.
- 2.3 Non-Motorised User routes (NMU routes) is a generic term covering all types of public access that can be used by pedestrians, cyclists and equestrians and horse-driven carriages. They include footpaths, bridleways, restricted byways, cycle tracks, and footways and multi-user routes within the highway.
- 2.4 The lengths of the different classes of highway and other public access in Cambridgeshire are shown in Table 1 at Document A. The majority of the highways shown in Table 1 are maintainable at public expense. 1.8% (58km) of public rights of way are known to be not maintainable at public expense; potentially this figure is as much as 9% (291km), depending on their historic legal origin.
- 2.5 The length of cycle tracks is a current estimate. However, it is likely that the figure is significantly higher, because cycle routes have been created over some decades not only by the County Council, but also under agency agreements with the District Councils. They are very poorly documented, and so the extent of the County Council's potential liability is unknown. A project is underway to identify the routes.

- 2.6 In addition to these highways, Cambridgeshire has 641km of permissive paths (footpaths, bridleways, restricted byways and cycle routes). The majority of these are maintained privately by the landowner. However, the County Council may be liable for maintaining many of the cycle routes, depending on the agreement (see 3.3-3.4 below).

3 Methods by which public rights of access are created

- 3.1 The County Council accrues new highways through a number of different legal mechanisms. Many arise through external parties, such as developers and Central Government transport schemes. The mechanisms are shown in Table 2 at Document B.
- 3.2 Highways are also accrued in a number of ways through the County Council's own initiatives, including strategic transport plans and third party schemes. These are set out in Table 3 at Document B. Capital schemes (documented and approved annually in the County Council's Highway Capital Maintenance Programme (HCMP)) are often achieved through the County Council's own powers of 'build and adopt', which technically requires no formal documentation of legal creation. Local Highway Initiatives are approved separately by Members each year, and can include NMU schemes.
- 3.3 Public access can also be provided by permission of a landowner through a formal legal agreement or 'licence' (see Table 4 at Document B). This gives local communities additional valuable facilities, whilst protecting the land from permanent rights being accrued. The majority of permissive paths are not maintainable at public expense.
- 3.4 Many of the cycle routes provided in partnership with the charity Sustrans have been achieved through permissive agreements. Some, such as the Jubilee Cycle Path along Riverside in Cambridge run over existing public footpaths, leading to a dual status and potentially differing maintenance liabilities.

4 Maintenance Liability

- 4.1 Most new highways will be maintainable at public expense, but there are certain situations in which this will not be the case. These are listed at Table 5 at Document C. Diagram 1 at Document C shows the relationship of different categories of highways and their maintenance liability to the different legal systems of asset record management.
- 4.2 The tables at Document B show that the sources of public access are wide and varied. The County Council has influence over the location and design of most of these highways and permissive routes through negotiation with the parties concerned, and will accept them provided certain legal tests and technical specifications are met.
- 4.3 However, the Authority does not necessarily have control over how many highways it will accrue in a given year. This is because it is a function of many factors, such as the

amount of development coming on-stream, the issues involved with each scheme, and when Central Government gives approval for major transport schemes.

- 4.4 Another factor is that landowners can apply to divert public rights of way that are not currently maintainable at public expense and, if the relevant legal tests for diversion are met, the County Council will become liable for such diverted paths. However, the burden of taking on maintenance liability is not one of the legal tests for diversions. This policy addresses this issue.

5. The Asset Management approach to adoption of NMU routes

- 5.1 In order to ensure that the County Council can afford to take on new NMU routes and public rights of way that are not currently maintainable at public expense, two sets of criteria have been developed. Proposals will be assessed against the relevant criteria for the category as set out below. The criteria can be found at Document D.

Criteria Set 1: Adoption of New NMU Routes

- 5.2 The first set of criteria at Document D applies to all new NMU routes proposed through i) the planning and development process in negotiation with Asset Management; ii) new public rights of way proposed by landowners or other third parties outside of the development process; and iii) through all the County Council's own transport initiatives. The application of these criteria will ensure an auditable consistency of approach. It will not affect proposals negotiated with the County Council's Highway Development Management team (under section 38 and 278 Highways Act 1980 agreements).

- 5.3 New NMU routes covered by this policy include:

- Public rights of way
- Dedicated cycle tracks
- NMU routes within the highway
- Permissive paths and cycle routes

- 5.4 The criteria are based on:

- Cambridgeshire County Council's Vision as set out in its 2016-27 Business Plan outcomes:
 - Older people live well independently
 - People with disabilities live well independently
 - The Cambridgeshire economy prospers to the benefit of all residents
 - People lead a healthy lifestyle and stay healthy for longer
 - People live in a safe environment
- Statements of Action from the County Council's Rights of Way Improvement Plan policy (adopted 2006, revised 2016).
- The Cambridgeshire Health & Well Being Strategy 2012-2017
- Good practice developed over years of experience by the County Council's Cycling team and Asset Information team.

- 5.5 In order to be successful, a scheme must achieve a threshold score of at least 75% (see scoring notes in Document D). A Viability and Affordability criterion will mean that schemes must demonstrate that they are sustainable in terms of ongoing maintenance. Schemes that cannot demonstrate this will not pass. Project Managers will be expected to agree the Viability and Affordability score with Highway Asset Management and the relevant local highways office. Scoring for the other criteria will need to be agreed with Asset Information and the relevant Highway or ROW Officer. Solutions to enable viability include ensuring that the route is built to the County Council's Housing Estate Road Construction Specification, or offering an agreed commuted sum.
- 5.6 Schemes that pass will still have to undergo their relevant legal process, for example Public Path Creation Agreements and Orders through the formal Highways Act 1980 process. Schemes that are adopted via the Highways Development Management process and satisfy the relevant specification will be deemed to pass and will not be subject to the other criteria.
- 5.7 The criteria will also apply where it is proposed that the County Council takes on the maintenance liability of a permissive route for the life of the agreement.

Criteria Set 2: Public Path Diversion Order Applications

- 5.8 The second set of criteria at Document D applies to all public path diversion order applications under the Highways Act 1980 (HA80) and the Town & Country Planning Act 1990 (TCPA90), including like-for-like diversions; routes that are recorded public rights of way but are not currently maintainable at public expense; and packages to reorganise the network.
- 5.9 The criteria are based on a revised version of the County Council's Requirements for making a diversion order (previously adopted as policy in 2010), and provide an equitable means of assessing the maintenance liability that would be incurred. The criteria consider: accessibility relating to the County Council's duty under the Equality Act 2010; the benefit to the Authority and communities from resolving long term maintenance problems; the benefit to the PROW network; and the benefit to landowners from improved land management. Applications will still have to meet all the HA80 and TCPA90 legal tests.
- 5.10 The criteria are split into two elements:
- Six Pass/Fail criteria relating to County Council requirements that must be met in order for an application to be considered. If an application fails one of these criteria, it fails regardless of its numerical score. Officers will then revert to the applicant to discuss their options.
 - Numerically scored criteria, where a 70% threshold must be met in order for an application to be taken forward. If an application passes the Pass/Fail criteria but fails the 70% numerical threshold, it will not proceed and officers will revert to the applicant to discuss their options.

- 5.11 If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as a commuted sum or an agreement for a third party to maintain the route instead.
- 5.12 Cambridgeshire County Council's Public Path Order Diversion Requirements are now encapsulated in the *Criteria 2: Public Path Order Diversion Applications*. The 'Flow Chart for Public Path Order Applications' has been amended to reflect these changes (see Document E).

6. References

Cambridgeshire County Council - Housing Estate Road Construction Specification - http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/115/highways_development

Highway Operational Standards

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

Rights of Way Improvement Plan

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies

Local Transport Plan

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies

Highway Capital Maintenance Programme

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

7. Glossary

Term	Definition
HA80	Highways Act 1980
HOS	Highway Operational Standards
LTP	Local Transport Plan
NMU Routes	Non-Motorised User Routes
ROWIP	Rights of Way Improvement Plan
PROW	Public Rights of Way
TCPA90	Town & Country Planning Act 1990
HCMP	Highway Capital Maintenance Programme

8. Documents

- A** Sources of highway accrual
- B** Highways not maintainable at public expense and the Relationship between highways and maintenance liability
- C** Lengths of highways and public access in Cambridgeshire
- D** NMU Adoption Criteria
- E** Public Path Order Applications Flow Chart

DOCUMENT A

Table 1 Lengths of highways and other public access in Cambridgeshire

Class	km	Total (km)	% of Total Network	Maintained by CCC (km) (including routes requiring further investigation)	% Network maintained by CCC (including routes requiring further investigation)	% not maintainable at public expense	Length of routes requiring further investigation (km)	% Network requiring further investigation	Total % network potentially not maintainable at public expense
Footpaths	2,229		68.9%	2204	68.1%	0.77%	8.3	0.37%	1.14%
Bridleways	595		18.4%	563	17.4%	1.01%	8	1.27%	2.28%
Restricted Byways	5		0.2%	5	0.2%	0.00%	0.4	8.00%	8.00%
Byways	407		12.6%	407	12.6%	0.02%	217	53.27%	53.29%
<i>Total PROW</i>		3,237	(PROW) 100%	3,178	98.2%	1.80%	233.3	7.21%	9.01%
Cycle tracks	64		1.4%	64	1.4%				
Soft roads	133		2.9%	133	2.9%				
U roads	2,280		50.0%	2,280	50.0%				
B roads	545		12.0%	545	12.0%				
C roads	1,117		24.5%	1,117	24.5%				
A roads	419		9.2%	419	9.2%				
<i>Total roads and cycletracks</i>		4,558	(Roads+CTs) 100%	100%	100%	0%	0%	0%	0%
Total highways		7,794	100%						
Permissive paths (including cycleways)	641	641		unknown	unknown	unknown	unknown	unknown	unknown
All routes		8,435							

DOCUMENT B – Sources of Highway Accrual and Liability

Table 2 External sources of highway creation and associated maintenance liability

Source	Scheme type	New CCC Highway Created	Legal Mechanism	Liability
Highways England	Major roads e.g. A14	New/diverted side roads, PROW, cycle tracks and NMU routes	Development Consent Order; Side Roads Order	Maintainable at public expense by CCC
Network Rail	Major rail infrastructure schemes	New/diverted side roads, PROW, cycle tracks	Transport & Works Act 1992 Order; Highways Act 1980 s118A/ 119A	Maintainable at public expense by CCC
Developers	Housing, commercial, mineral developments	Roads, cycle tracks, PROW	Highways Act 1980 Section 37/38/278; Town & Country Planning Act 1990 s247	Maintainable at public expense by CCC
Developers	Housing, commercial, mineral developments	PROW	S106 obligations requiring Highways Act 1980 Section 25/s30 agreements; s26/s118/s119 orders; or Town & Country Planning Act 1990 s247/s257 orders	Maintainable at public expense by CCC except for s30 HA80 agreements
Parish and Town Councils and other third parties	Local Highway Initiatives	Cycle tracks; footways; margins for horses; widening	Highways Act section 65; s66; s71; s72 and others	Maintainable at public expense by CCC. Widening done by parish/town councils may not be maintainable at public expense unless formally adopted by CCC.
Landowners/parish/ Town councils	Public Path Orders	PROW	Highways Act 1980 ss25; 26; 30 119; 118	Maintainable at public expense, <i>except</i> for s30 agreements.
Landowners	Public paths	Public paths	Express dedication at common law	Not maintainable at public expense
Public applications/proactive CCC orders	Unrecorded PROW	PROW	Wildlife & Countryside Act 1981 section 53	May or may not be maintainable at public expense, depending on the legal history
Public requests/proactive CCC investigations	Unrecorded roads/cycle tracks	Public roads/ cycle tracks	Highways Act 1980 ss 31; 32; 36	May or may not be maintainable at public expense, depending on the legal history

Table 3 Internal sources of highway creation and associated maintenance liability (cont.)

Source	Scheme type	New CCC Highway Created	Legal Mechanism	Liability
CCC	Major road schemes e.g. bypasses	Roads; alterations to PROW; creation of NMU routes	Highways Act 1980 s24	CCC
CCC	Cycle schemes	Cycle tracks (which may be shared pedestrian and cycle or cycle only); NMU margins within highway	Highways Act 1980 ss24, 65, 71, 72	CCC
CCC	Discovery of unrecorded PROW	PROW	Wildlife & Countryside Act 1981 section 53	May or may not be maintainable at public expense, depending on its legal history
CCC	Public path orders to resolve longstanding problems	PROW	Wildlife & Countryside Act 1981 section 53; ss25, 26, 118, 119 Highways Act 1980	May or may not be maintainable at public expense, depending on its legal history

Table 4 Other sources of public access and associated maintenance liability

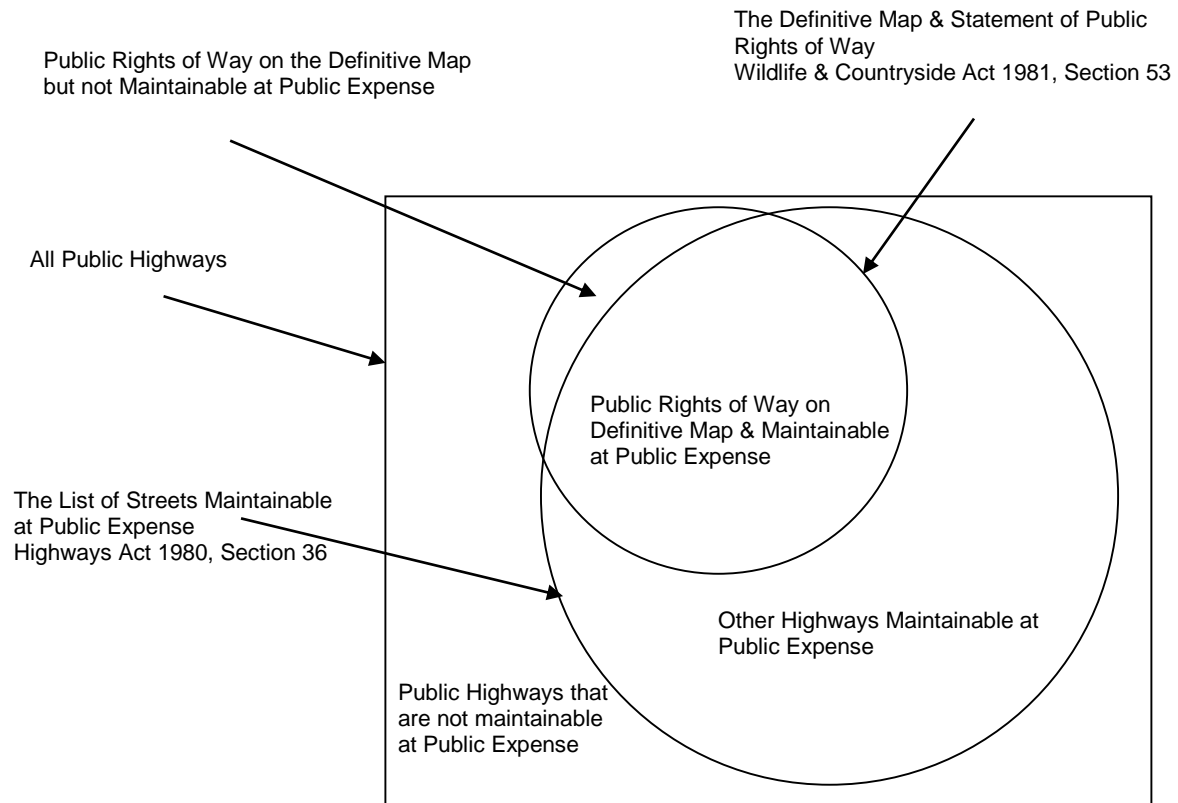
Source	Scheme type	Type of Access Created	Legal Mechanism	Liability
CCC, District Councils, Sustrans and other third parties	Cycle schemes	Shared pedestrian and cycle routes; separate cycle routes	Licence or permissive agreement	Depends upon terms of agreement
CCC	Permissive rights of way	Pedestrian, cycle, equestrian, driven horses	Licence or permissive agreement	Usually landowner but depends upon terms of agreement

DOCUMENT C

Table 5 Methods through which highways can be created but which are not maintainable at public expense

	Highway created	Legal mechanism
1	Public rights of way accrued through public applications, mainly created through usage over time since 1959 (typically 20 years)	Section 53 Wildlife & Countryside Act 1981
2	Routes discovered to be highways (anything from a footpath up to a road) for which documentary evidence proves they are not maintainable at public expense	Sections 31, 32, 36 Highways Act 1980
3	Where a town or parish council has entered into an agreement with a landowner to create a public right of way. The parish council can maintain such paths themselves. They can be added to the Definitive Map & Statement (the legal record of public rights of way) which gives them protection, for example they would be disclosed for property searches. However, there is no obligation on the Highway Authority to maintain them.	Section 30 Highways Act 1980
4	Where a landowner has made an express dedication at common law that a certain route shall be a highway of a certain status. However, there is no obligation for the Highway Authority to adopt the maintenance liability for such a route, and it would not be possible for a member of the public to serve notice on the Authority requiring it to put the route into good order as he or she could for a highway maintainable at public expense.	Express dedication at common law, captured in a deed

Diagram 1 The relationship between highways and maintenance liability



DOCUMENT D

Criteria Set 1: Adoption of Non-Motorised User Routes Criteria - New Highways

Subject area	Criteria		Maximum available score	Scheme	Notes
	No.	Item (SOA = Statement of Action in ROWIP)			
CCC Estate Road Specification	1	Project design complies with requirements of CCC Housing Estate Road Construction Specification (PASS or FAIL only)	Pass or Fail		
Maintenance & Financial	2	Viability and Affordability (PASS or FAIL only)	Pass or Fail		
Safety	3	Mitigates conflict between potential users and different modes on an existing route, e.g. by splitting/removing one or more modes of user	3		
Connectivity & Safety	4	Provides safer road crossing and/or off-road link not currently provided for (SOA2)	6		
Connectivity	5	Provides a missing link to a wider network, supporting physical and mental well being (SOA2, SOA5)	2		
Connectivity	6	Enables a new circular route (Whole or in part) supporting physical and mental well being (SOA2, SOA5)	3		
Connectivity	7	Provides convenient access to work, education centres, health facilities and/or transport hubs	4		
Connectivity; convenience	8	Provides a sustainable transport connection (Walking, Cycling or Equestrian) with an existing or new development (SOA3)	4		
Connectivity	9	Provides convenient access for users to other local amenities (e.g. community facilities, shopping, religious centres)	3		

Equalities Impact	10	Project will benefit pedestrians	3		
Equalities Impact	11	Project will benefit equestrians	3		
Equalities Impact	12	Project will benefit cyclists	3		
Equalities Impact	13	Significant negative impact on accessibility - Equalities Act	-3		
Equalities Impact	14	Significant increase in accessibility - Equalities Act	3		
Equalities Impact; health & well-being	15	Increases access to green space and opportunities for physical and mental wellbeing	3		
Consultation	16	Support from local communities	3		
Biodiversity Duty	17	Significant negative impact on biodiversity	-2		
Promoted route	18	Route will be on a promoted way e.g. National Cycle Network, Ouse Valley Way	1		
		TOTAL			
BONUS POINTS					
Enjoyment; convenience	19	Enhancement of a route currently used	Plus 1		
Features of Interest	20	A route leading to, through or past (200m radius) a site of historic, cultural or wildlife interest. (BONUS - 1 point for each)	Plus 3		
Biodiversity Duty	21	Route enhances biodiversity	Plus 2		
Equalities Impact; health & well-being	22	Route allows/enhances access for disadvantaged groups (Cambridgeshire Health & Well Being Strategy; JSNA)	Plus 2		
		Total Score /44 +8 bonus points (Pass mark 75% i.e. 33)			

New Highways: Scoring Notes

These criteria are only to be used for proposals that involve the creation of completely new routes.

Scoring will be applied to each proposal separately. If a number of competing proposals are being offered, schemes will be ranked according to score, with higher scores being prioritised.

Where a criterion is deemed to be of higher importance and so has a higher possible maximum score, the reasoning behind this should be clearly recorded so any disputes can be addressed.

If a proposal passes Criterion 1 (green), then the whole scheme passes overall and all other criteria are overridden. If it fails this questions, this does NOT mean the whole scheme fails, but it will still need to pass Criterion 2 and meet the 75% pass threshold. For example, schemes with unbound surfaces are not built to the County Council's Housing Estate Road Construction Specification but may still meet the other criteria.

If a proposal fails Criterion 2 (orange), then the whole scheme will fail and all other criteria are overridden.

SOA numbers in brackets refer to the Statement of Action in the County Council's adopted Rights of Way Improvement Plan
http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies

Threshold: A scheme must reach the threshold of 75% of maximum score in order to be considered for adoption. However, schemes will still have to undergo their relevant legal process e.g. Public Path Orders through the formal consultation process, and may later be abandoned in accordance with the Council's Public Path Order Policy. Similarly, CCC highway initiatives will still need to be passed through the HCMP or LHI process, with appropriate asset records certification at the end of the process.

There are 44 core marks, but schemes can score additional bonus points which can result in an overall score that meets the 75% threshold.

Criteria Set 2: **Non-Motorised User Routes Adoption Criteria - Public Path Diversion Applications under S119 Highways Act 1980 and S257 Town and County Planning Act 1990**

Subject area	Criteria		Maximum available score	Scheme	Notes
	No.	Item (SOA = Statement of Action in ROWIP)			
Consultations	1	Pre-application consultations have been carried out with the prescribed bodies.	Pass or Fail		
Consultations	2	The existing route is available for use and any 'temporary' obstructions have been removed, in order to allow a comparison to be made. Any request for exemption will be decided by the Director Economy, Transport and Environment Services as to whether or not that is appropriate.	Pass or Fail		
Consultations	3	No objections are received to the proposals during the statutory consultation period prior to making an order. However, the County Council will review this criterion in individual cases in light of objections and potential public benefit of the proposal. If the County Council consider the objection to be irrelevant, this will class as a pass.	Pass or Fail		
Width	4	A minimum width of 2m is provided for a diverted footpath, and a minimum width of 4m for a diverted bridleway. In exceptional cases, e.g. cross-field paths, the County Council may, taking into account all the available facts, require such a width as it considers reasonable and appropriate.	Pass or Fail		

Maintenance & Financial	5	If maintenance liability is significantly greater than existing, the landowner has agreed to undertake or fund future maintenance.	Pass or Fail		
Equalities impact - Gaps & Gates	6	The proposed route would have no stiles or gates or allows for people with mobility issues.	Pass or Fail		
Equalities impact	7	Significant negative impact on a class of user - Equalities Act	-2		
Equalities impact	8	Significant increase in accessibility - Equalities Act	2		
Maintenance & Financial	9	Resolves long-term maintenance problems	3		
Maintenance & Financial	10	The proposed new route is not less convenient for maintenance than the original.	2		
Use of Land	11	The effect the order would have on the land served by the existing path and also the land across which the new path would run.	2		
Connectivity	12	The proposed new route is substantially as convenient to the public as the original.	3		
Connectivity and enjoyment	13	User enjoyment is similar to the existing route or is enhanced by the proposal	3		
Connectivity	14	There are no other reasonable or viable alternatives	2		
Connectivity & Enjoyment	15	A suitable alternative path is provided for every path that is to be diverted.	1		
Connectivity & Enjoyment	16	The proposal maintains or improves usefulness of the Rights of Way Network	2		
		Total Score out of /20 (Pass mark 70% i.e. 14)	20		

Diversion Applications: Scoring notes

A scheme must reach the threshold of 70% of maximum score in order to be adopted. However, schemes will still have to undergo their relevant legal process e.g. Public Path Orders through the formal consultation process, and may later be abandoned in accordance with the Council's Public Path Order Policy.

There are six Pass/Fail criteria relating to County Council requirements that must be met in order for an application to be considered. If an application fails one of these criteria, it fails regardless of its numerical score. Officers will then revert to the applicant to discuss their options.

For the numerically scored criteria, a 70% threshold must be met in order for an application to be taken forward. If an application passes the Pass/Fail criteria but fails the 70% numerical threshold, it will not proceed and officers will revert to the applicant to discuss their options.

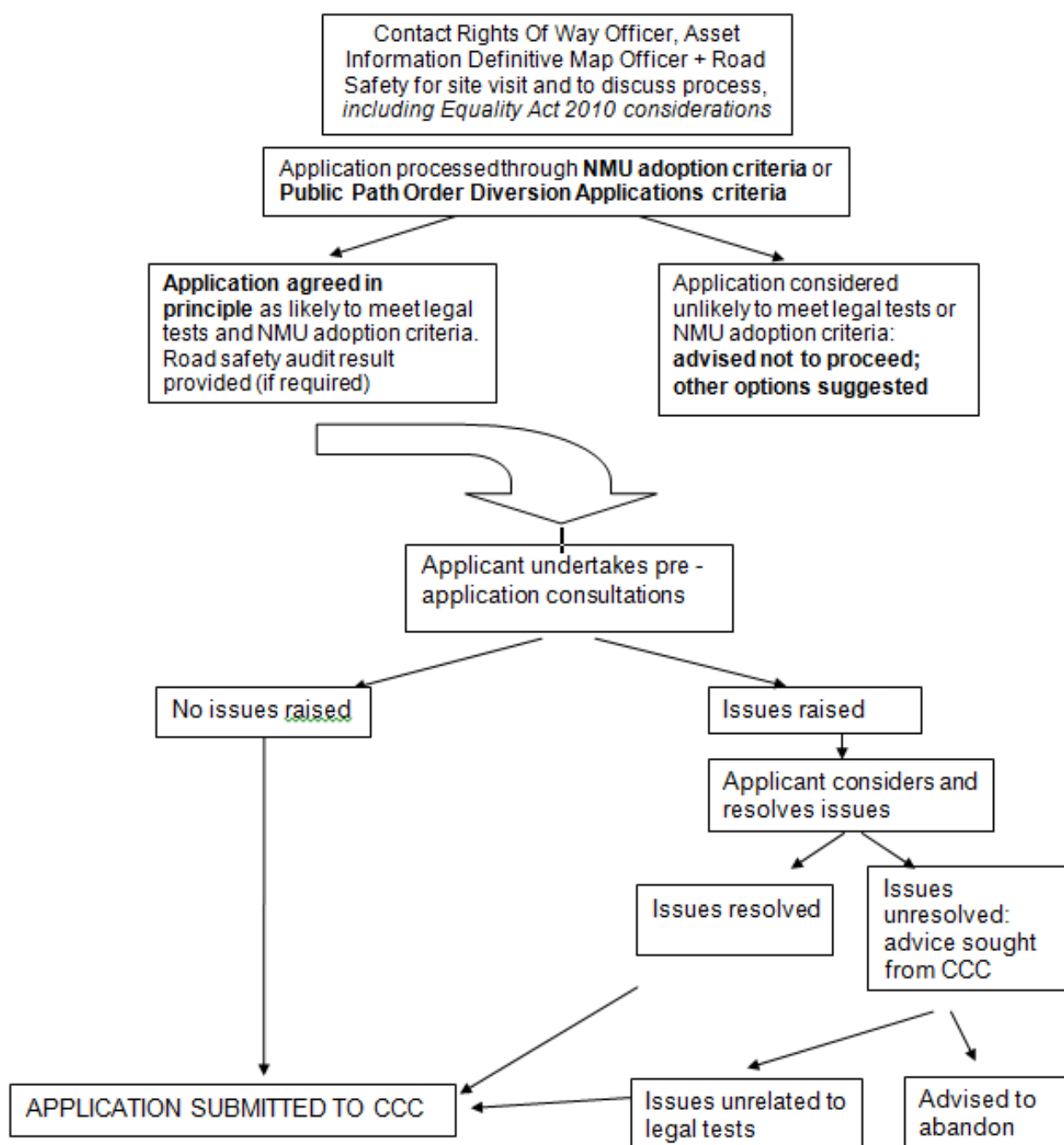
If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as a commuted sum or an agreement for a third party to maintain the route instead.

DOCUMENT E - Cambridgeshire County Council
Highways Act 1980 & Town & Country Planning Act 1990
Public Path Order Applications:
Flow chart of process

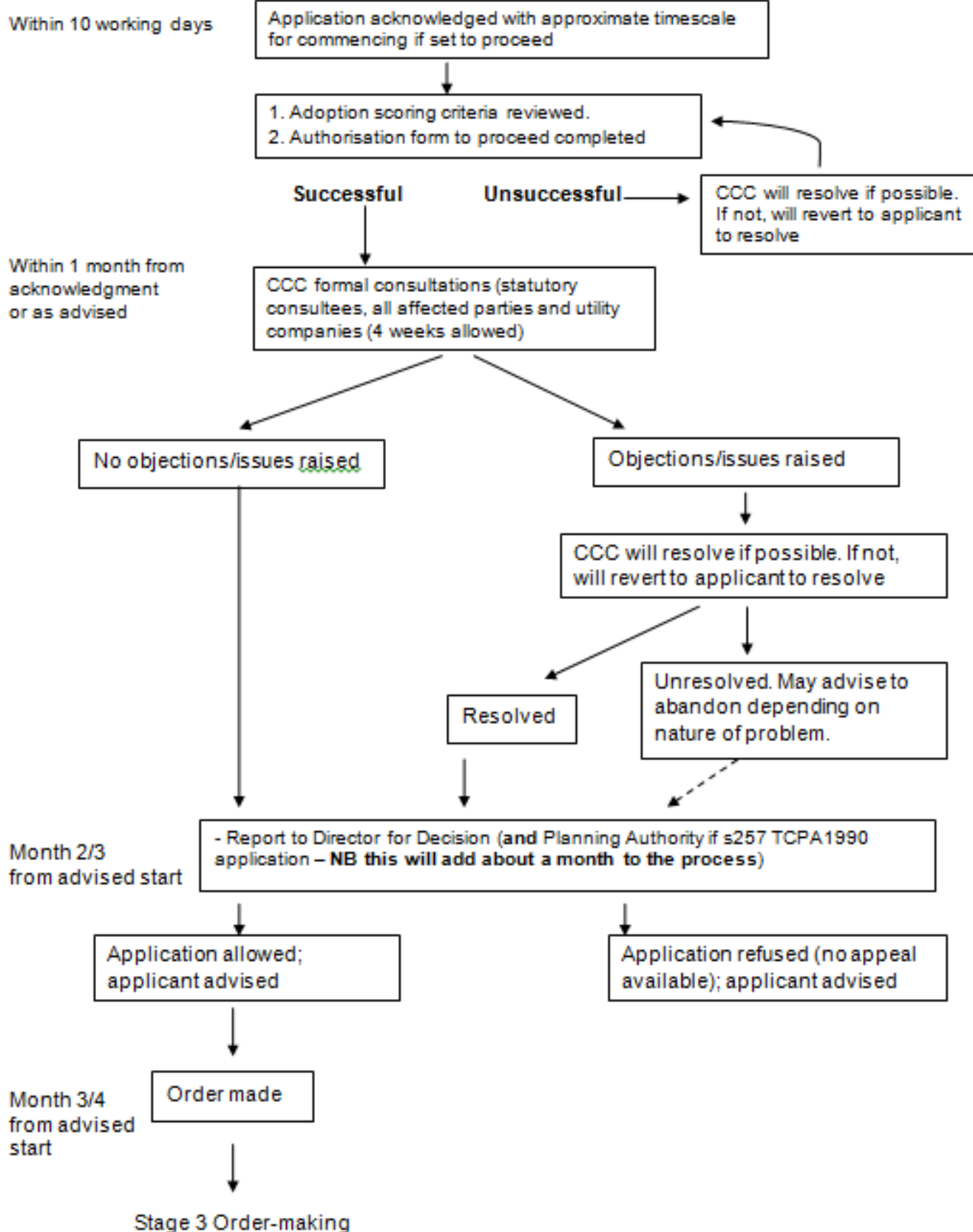
Please note that further guidance is available from NE112 - A guide to definitive maps and changes to public rights of way - 2008 Revision

<http://naturalengland.etraderstores.com/NaturalEnglandShop/product.aspx?ProductID=8f4433c1-0c14-488e-96b6-b7d67bacbfd4>

Stage 1: Pre-application preparations

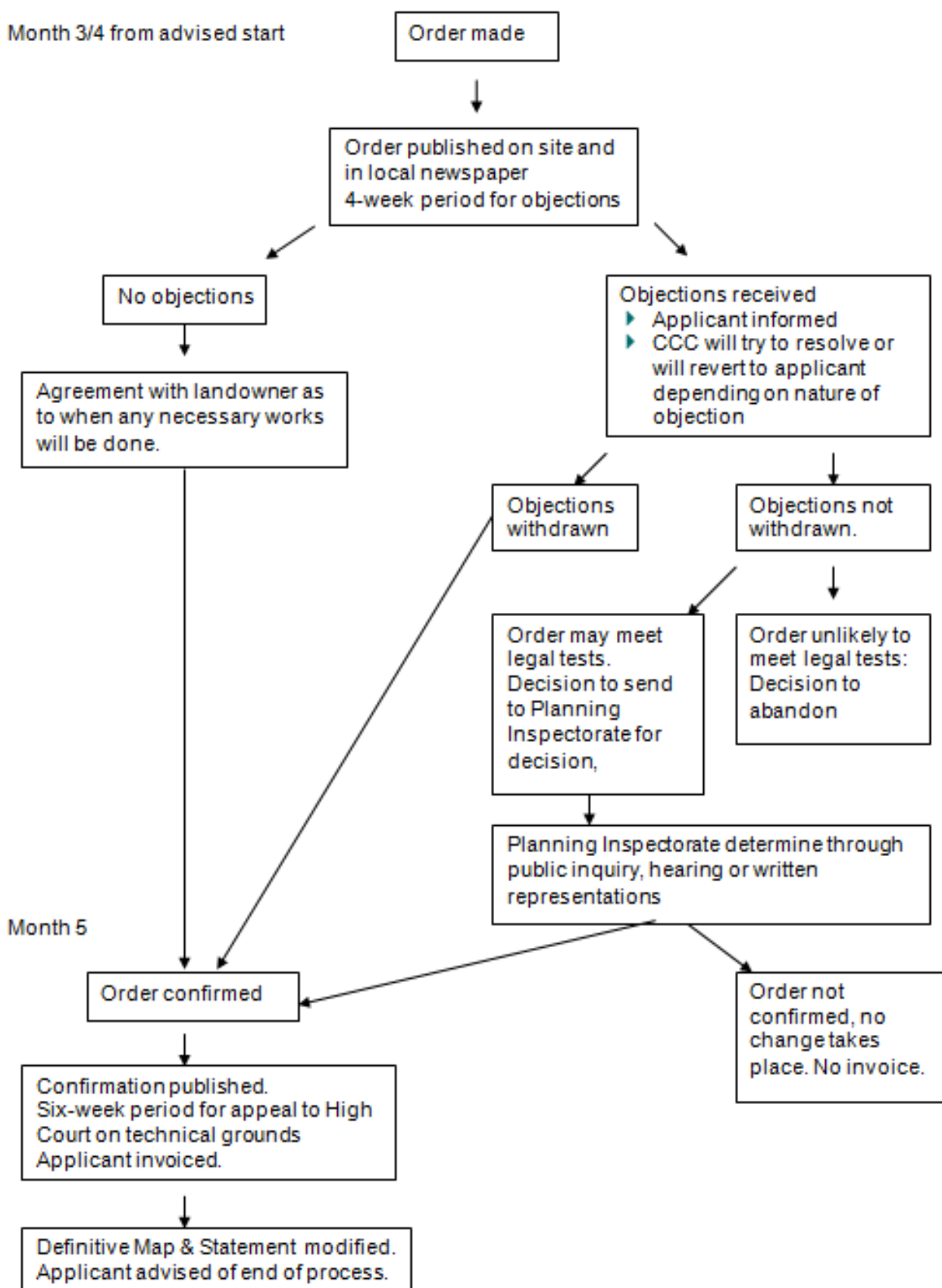


Stage 2: Formal Consultations and Decision



Stage 3: Order-making

Month 3/4 from advised start



Definitive Map Modification Order and Public Path Order Statement of Priority

**STATEMENT OF PRIORITIES FOR DEALING WITH APPLICATIONS TO MODIFY THE DEFINITIVE MAP
AND STATEMENT OF PUBLIC RIGHTS OF WAY UNDER SECTION 53 OF THE WILDLIFE AND
COUNTRYSIDE ACT**

1. All applications made under Schedule 14 to the Wildlife and Countryside Act to modify the Definitive Map and Statement will be dealt with in chronological order of receipt by the County Council unless any of the following exceptional circumstances apply:-
 - a) The route concerned is likely to become permanently obstructed as a result of development;
 - b) The route has been physically obstructed, causing significant community severance and the application is contentious locally;
 - c) The documentary evidence supporting the application pre-dates 1949 and any unrecorded public rights might therefore be vulnerable to extinguishment on 1st January 2026.
2. Any request for an application to be taken out of turn will be considered by Assistant Director (Highways) in liaison with the Definitive Map Manager.

**STATEMENT OF PRIORITIES FOR DEALING WITH APPLICATIONS TO DIVERT, CREATE OR
EXTINGUISH PUBLIC RIGHTS OF WAY UNDER SECTIONS 25, 26, 118 AND 119 OF THE
HIGHWAYS ACT 1980 AND SECTION 257 OF THE TOWN AND COUNTRY PLANNING ACT
1990**

1. All applications to divert, create or extinguish public rights of way will be dealt with in chronological order of receipt by the County Council unless any of the following circumstances apply:
 - a) The diversion has been submitted to enable development to take place and as such must be completed within a specific timescale as part of the planning consent.
 - b) The route is permanently obstructed and the diversion application has been made as a result of enforcement action taken by the County Council.
 - c) Where demonstrable public or community benefit is evidenced by the application and the applicant is paying all costs to the County Council.
2. Any request for an application to be taken out of turn will be considered by the Assistant Director (Highways) in liaison with the Definitive Map Manager.

Appendix K

Road Classification Policy

Background

1. Road classification in Great Britain dates back to the 1920s and was originally used as a way of allocating grants for road maintenance and improvement. However, over the years it has developed into a way of ensuring that there is a logical, consistent road network across the country.
2. Excluding motorways, all UK roads fall into one of four classifications:
 - A Roads – major roads providing large scale transport links within and between urban areas
 - B Roads – roads intended to connect lesser areas and connect A roads to smaller roads on the network
 - Classified Unnumbered – smaller roads intended to connect together unclassified roads (see below) with A and B roads, often linking a housing estate or village to the rest of the network. Although called “classified unnumbered” in statute, most local authorities refer to these as “C Roads” and have developed their own numbering system
 - Unclassified – The remainder of the highway network, typically local roads carrying local traffic such as residential estate roads or minor rural roads serving small settlements or individual farms
3. These four classes of road form a hierarchy. Large volumes of traffic and traffic travelling longer distances should typically be using the higher classes of road, whilst smaller volumes of more local traffic should be using the lower classes of road. However, there is no fixed relationship between the various classes of road and traffic flows carried. In general, the higher classes of road will carry more traffic than the lower, but the situation will vary depending on the context. For example, a rural B road may well carry less traffic than a classified unnumbered road in urban areas. Similarly there is no minimum capacity or width associated with each class or level of maintenance (the latter being set by the maintenance hierarchy).
4. Hence, the classification of a road reflects its strategic importance in the local network, rather than the number of vehicles it carries or its width.
5. From April 2012, central government handed over greater responsibility to local highway authorities for the management of the roads classification system and the Primary Route Network (PRN). While authorities had previously done the majority of the work involved in reclassifying a road, they always needed to secure the agreement of the Department for Transport (DfT). Under the new approach, authorities are allowed to exercise this power without the need for central approval.
6. Under the new system, local highway authorities assumed new responsibilities, namely:
 - the authority will manage all local classification and PRN decisions, ensuring that the network is adequately signed

- the authority must consult with neighbouring highway authorities (including Highways England) where relevant
- the authority must keep records and inform the National Street Gazetteer, Ordnance Survey and DfT of any changes
- the authority should be prepared to explain its decisions if challenged, in case of appeal

7. However, the Secretary of State retains ultimate legal responsibility for road classification and the PRN, and retains the right to intervene if necessary.

8. To assist local highway authorities in their new role, DfT published the document "Guidance on Road Classification and the Primary Route Network" in January 2012. This guidance forms the basis of this document.

The Primary Road Network (PRN)

9. The PRN designates roads between places of traffic importance, with the aim of providing easily identifiable routes across the whole of the country.

10. The PRN is constructed from a series of locations (primary destinations), which are linked by roads (primary routes) selected by the Local highway authority.

11. Responsibility for PRN will now be divided between central government and the local highway authority.

- DfT will retain the responsibility for producing and maintaining the list of primary destinations. Within Cambridgeshire, primary destinations are based upon Ceremonial Counties, Cambridge, Ely, Huntingdon, Wisbech and Peterborough. The inclusion or exclusion of individual locations is therefore a matter of DfT discretion
- Local highway authorities are now responsible for linking primary destinations together with primary routes

12. In case of affected neighbouring authorities, any significant change such as a material impact on the route of a journey from one primary destination to another should be agreed to ensure consistency. In some cases, this will include Highways England.

13. Changes to PRN do not require public consultation or advertisement, and local authorities do not traditionally do so. An authority is free to use such measures should they wish.

14. Under EU Directive 89/460/EC, the PRN must provide unrestricted access to 40 tonne vehicles. Under this Directive, a local highway authority would be able to alter a primary route, if need be. It is however the responsibility of the authority to ensure that all infrastructure on the new primary route is of an appropriate standard.

15. The Secretary of State retains ultimate legal responsibility for roads classification and the PRN, and retains the right to intervene.

Roads Classification

16. Responsibility for roads classification will now be with the Local Highway Authority.

17. Classifications must be set in a way that reflects the road network in their local area. Any standards therefore must be relative:

- An 'A' road will generally be among the widest, most direct roads in an area, and will be of the greatest significance to through traffic
- A 'B' road will still be of significance to traffic (including through traffic), but less so than an A road
- A 'Classified' Un-numbered road will be of lower significance and be of primarily local importance, but will perform a more important function than an unclassified road
- An 'Unclassified' road will generally have very low significance to traffic, and be of only very local importance.

18. The DfT recognises that the pressures of connectivity will, in places, mean that A and B roads will necessarily go through populated areas or sites with environmental issues. In some cases it may be necessary to select one road from several broadly similar roads for a particular classification, in order to ensure that the overall network retains coherence.

19. Road classification needs to be consistent from one authority to another and should not change classification at the boundary without a clear reason. When reclassifying a road across a local authority boundary, any change will need to be agreed by both authorities.

20. Changes to roads classification do not require public consultation or advertisement, and local authorities do not traditionally do so. An authority is free to use such measures should they wish.

21. In case of disputes, the Secretary of State retains ultimate power over roads classification.

22. The need for new or revised road classifications arise in various ways but are most commonly due to :

- the construction of new road schemes (e.g. bypasses)
- a change of role due to new traffic management systems, or
- very occasionally, existing historic inconsistencies that need addressing

23. In deciding the appropriate classification to be applied to a road the starting point will be the general descriptions of each level of classification as provided in the DfT's Guidance and set out above. More specifically, the following points will be considered:

- the strategic role the road plays in moving people and goods from one location to another. This will vary in context, particular between rural and urban areas
- the general level of traffic and proportion of goods vehicles that the road is carrying (or expected to carry in the case of new roads)
- any wider traffic management routeing strategies in the vicinity
- the standard and classification of other nearby roads

Decision Making

24. Responsibility for managing the classification of roads is with the Asset Planning Team.

25. In order to establish what changes are necessary, discussions will take place internally involving :

- the Traffic Manager's Team
- the appropriate Project Manager in the case of new highway or traffic management proposals
- Affected local members

26. Decisions regarding re-classifications that might have implications for a wider area or that have significant financial implications will be subject to approval by the Highways and Community Infrastructure Committee.

27. Should the proposals have any cross-border implications, then the appropriate adjacent highway authorities will be consulted prior to any decision being taken. Similarly, should there be any implications for the national Trunk Road network, discussions will be held with Highways England. Changes to roads classification do not require public consultation or advertisement.

Record Keeping

28. All changes to road classifications (once active) will be included in the authority's monthly update to the National Street Gazetteer as required under the DfT Guidance.

29. In addition, the appropriate forms and maps will be forwarded to Geoplace who are responsible for forwarding these to DfT, Ordnance Survey and other interested parties. In addition, all relevant groups within the Authority will be notified of any changes.

Financial Implications

30. In the majority of cases the changes are unlikely to result in a significant budgetary impact.

31. The local Highway Authority is responsible for any costs incurred in the creation of a new primary route and in changing the classification of a road, including the replacement of signs and the strengthening of bridges and other highway structures where necessary.

Cambridgeshire County Council's Street Lighting Policy

1. Introduction

- 1.1. This policy outlines the basic principles and standards for street lighting and illuminated signage in Cambridgeshire.
- 1.2. The term "street lighting" encompasses lighting and all other items of illuminated street furniture provided on the public highway (whether or not adopted by the Council), except traffic signals and electrically operated vehicle information signs. The County Council is responsible for circa 52,000 streetlights, 3000 illuminated signs and 2298 illuminated bollards, on highways maintainable at public expense across the county.
- 1.3. Well designed and installed public lighting which is effectively maintained and operated contributes to:
- Improving safety
 - Improving commerce
 - Improving the night scene
 - Making sustainable and non-motorised transport more attractive and friendly
 - Reducing energy costs and consumption

2. Legislation

- 2.1 In accordance with the Highways Act 1980, there is not a statutory requirement for local authorities to provide public lighting. Councils do, however, have the power to provide lighting for any highway or proposed highway for which they are, or will be, the Highway Authority.
- 2.2 Under the Highways Act 1980, Health and Safety at Work Act 1974 and Electricity at Work Regulations 1989 the Council has a duty to maintain its assets in a safe condition.
- 2.3 The Council is required by law to provide specific traffic signs and bollards in accordance with the Traffic Signs and General Directions, some of which must be illuminated.
- 2.4 Under the Highways Act 1980, Health and Safety at Work Act 1974 and Electricity at Work Regulations 1989, the Council has a duty to maintain these where provided. However the Council will remove illumination from signs and bollards where it is deemed appropriate following compliance and safety checks.
- 2.5 Well Managed Highways Code of Practice has also been reviewed, as part of this process.

3. Street Lighting Maintenance

3.1 In July 2011, a 25 year Private Finance Initiative (PFI) contract commenced between Cambridgeshire County Council and Balfour Beatty. This PFI contract permits Balfour Beatty to carry out vital improvements and maintenance to County Council owned street lighting on behalf of Cambridgeshire County Council. These include the following:

a) Maintenance Requirements

To provide effective pro-active maintenance, electrical inspection and reactive maintenance the County Councils service provider will:

- Maintain a cyclical maintenance regime for lighting installations that ensures the assets' correct operation and light output, minimises failures and maximises the life of the assets
- Assess installations for structural and electrical safety.
- Manage the risk of structural failure by inspecting the columns regularly and accurately recording their condition.
- Inspect and maintain street furniture to comply with Electricity at Works Regulations 1989
- Operate a reactive maintenance service, making safe electrical hazards and repairing faults in appropriate timescales

b) Emergency Works

- The County Councils service provider will provide at all times competent staff and suitable equipment to respond to an emergency call-out location within 1 hour from receipt of the instruction to attend.

c) Fault Detection

Faulty lighting equipment will be identified by the following methods:

- Reported by the public
- Via the reporting function of the County Councils central management system (CMS).
- Reported by the service provider's night time inspection team (for areas not covered by the CMS system).

4. Environmental Impact

4.1 The County Council is committed to meeting the challenges of climate change and enhancing the natural environment therefore all Council policies and strategies must consider this where relevant.

4.2 Street Lighting policies ensure all new and replacement Street Lighting is:

- Energy efficient and effective
- Complies with British and European Standards
- Designed and manufactured to a high quality
- Minimising the requirement for new equipment by re-using materials where possible e.g. sign faces and photo cells

4.3 Design of new or replacement lighting schemes ensure that the following are considered:

- Appropriateness, thus avoiding the installation of unnecessary lighting wherever possible.
- Environmental issues such as light spillage and intrusion.
- Impact on wildlife. Cambridgeshire County Council aims to be consistent with the requirements of the Natural Environment and Rural Communities Act 2006.

5. Attachments

5.1 Attachments to street lighting columns including but not limited to: Hanging Baskets, Festive Lighting, CCTV Cameras, Wi-Fi Equipment and Banners provided by third parties may be permitted on street lighting columns with the approval of Cambridgeshire County Council and its Street Lighting Service Provider.

5.2 The Council and provider will ensure that the structure of the column is appropriate and that the attachments would not interfere with the safe and convenient passage of highway users. Please note there will be fees payable for the required technical approval checks and inventory records updates associated with each application for permission for attachments.

5.3 Unauthorised Signs attached to Street Lighting Assets.
Advertising signs are not permitted on the highway. Such unauthorised signs will be managed in accordance with the Highways Enforcement Policy.

6. Light Sources

PL-L – (Fluorescent lamp) Residential areas

SON – (High Pressure Sodium lamp) Traffic routes

CPO – CosmoPolis (Ceramic Metal Halide Lamp) - Residential areas/Traffic Routes

For new installations street lighting lanterns using a LED (Light Emitting Diode) light source will be specified.

LED lighting has been selected for use in new street lighting installations for the following reasons:

- Energy saving – LED's use considerably less energy than conventional lamps.
- Maintenance savings/Health and Safety benefit – Due to the greater lifespan of LED's (Expected life is in excess of 25 years) there is a reduction in the time spent by maintenance operatives on live carriageways, compared with replacing conventional lamps.
- Reduction of light pollution, intrusion and trespass due to the well-controlled light output from LED lanterns.

7. Lighting Operating times and Dimming levels

The table below shows the different lighting levels and dimming times for street lights owned by Cambridgeshire County Council.

Road Type	Dimming Regime/Lighting Levels
Traffic Routes	Dimmed between the hours of 20.00 and 24.00 by one (1) lighting class (20%) to give 80% light output and then dimmed between 24.00 and 06.00 by two (2) lighting Classes (40%) to give 60% light output
Residential/Public Areas	Dimmed between the hours of 22.00 and 06.00 by 40% Lamp light output to give 60% light output.

8. Maintenance Fault Repair Timescales

All street lighting units adopted by Cambridgeshire County Council shall be maintained to a standard that ensures as far as possible, their safe, economic and reliable operation.

The table below shows the County Councils service provider's maintenance repair times/targets:

Maintenance Fault Type	Response Time/Target
Emergency Fault (this covers anything which is a danger to the public) including: <ul style="list-style-type: none"> • Street lighting column door off • Street light Lantern Hanging • Street lighting column Hit by a Vehicle / Column Knockdown • Bollard (illuminated) knocked down (danger to public) • Belisha Beacon (Zebra Crossing lights) Fault • School crossing warning lights failures • Smoke from unit 	1 Hour Response

Urgent Faults: <ul style="list-style-type: none"> • Section Out – 3 or more lights out of lighting in a row in a road/street • Bollard (illuminated) knocked down / Vandalised • Bollard (illuminated) missing • Only one streetlight in road/street (unit out of lighting fault) • After crime or serious concern to residents (unit out of lighting fault) 	24 Hour Response
General Faults: <ul style="list-style-type: none"> • Street Light is out of lighting • Street Light is dim • Light is flashing or Flickering • Street Lighting column is leaning • Lantern needs to be replaced • Street Lighting Column and Lantern need to be replaced (Cambridgeshire County Council owned electricity supply cable) • Removal of offensive/non-offensive graffiti • Sign plate damaged/Sign plate twisted 	5 Working Day Response
Faults which require joint working with the electricity Distribution Network Operator (UK Power Networks) which include: <ul style="list-style-type: none"> • Street Lighting Column and Lantern need to be replaced (UK Power Network owned electricity supply cable) • Electricity supply cable faults (UK Power Network owned electricity supply cable) 	30 Working Day Response

9. Part Night Lighting

At Present there is no part night lighting (switching off street lights for periods of time during the hours of darkness) in operation for street lights owned by Cambridgeshire County Council.

10. Developments and new lighting requirements

The Council will provide a developers specification, aligned with this policy, to achieve sustainable lighting installations on new building developments. Once completed, new lighting will be formally adopted by Cambridgeshire County Council. Developers and new lighting design specification is available at:

http://www4.cambridgeshire.gov.uk/info/20081/roads_and_pathways/115/highways_development

11. Future Strategy

Cambridgeshire County Council will seek to continue to reduce energy and CO2 emissions whilst providing an appropriate level of lighting.

The Council will assess technological developments and innovation, in order to deliver effective efficiency improvements whilst delivering a street lighting service which offers value for money and safer outcomes to the travelling public.

12. Contact Details for Faults/Repairs and General Enquiries.

If you wish to report one of our street lights not working or have any other concerns about our streetlights, please go to Balfour Beatty's fault reporting web page at:

<http://www.lightingcambridgeshire.com/contact-us/report-fault.htm>

Or contact their office on 0800 7838247 between 9am and 5pm Monday to Friday.

If you have any general enquiries regarding the PFI contract or street lighting please contact Balfour Beatty at: enquiries@lightingcambridgeshire.com or by:

E-mail: enquiries@lightingcambridgeshire.com

Post:

Balfour Beatty Living Places
Unit 4, Rowles Way
Buckingway Business Park
Swavesey
Cambridgeshire
CB24 4UQ

Website: <http://www.lightingcambridgeshire.com>

Or Cambridgeshire County Council through our online feedback form at:

https://www.cambridgeshire.gov.uk/site/xfp/scripts/xforms_form.aspx?formID=121&language=en

Appendix M

Highway Capital Maintenance Programme

Cambridge City Programme								
Carriageway & Footway Maintenance including Cycle Paths								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Andy Preston								
Various	Cambridge	City Centre	Various streets in City centre area	Footway repairs	£ 120,000	£ 120,000	£ 120,000	
A1307	Cambridge	Hills Road	Catholic Church to Station	Relay paving	£ 102,000	-	-	
A1303	Cambridge	Madingley Road	M11 interchange area	Carriageway resurfacing	£ 287,000	-	-	
C280	Cambridge	Parkside	From Gonville Place to Parker Street	Carriageway resurfacing	£ 170,000	-	-	
A1309	Cambridge	Trumpington Road	At Brooklands Ave junction/traffic lights to include up to pedestrian Crossing	Carriageway resurfacing	£ 120,000	-	-	
C291	Cambridge	Newmarket Road	From Elizabeth Rd roundabout to Grafton c/pk	Renew footways	-	£ 90,000	-	
Unc	Cambridge	Tenison Road	From Station Road to St Barnabus Road	Carriageway resurfacing	-	£ 120,000	-	
A1134	Cambridge	The Fen Causeway	From Newnams Road to Trumpington Road	Carriageway resurfacing	-	£ 260,000	-	
A1134/ A1303	Cambridge	Newmarket Road	Coldhams Lane to Marshalls	Carriageway resurfacing/treatments	-	£ 465,000	-	
Unc	Cambridge	Corn Exchange St and Wheeler	All road	Carriageway resurfacing	-	£ 144,000	-	
C286	Cambridge	Kings Hedges Road	Histon Road to Milton Road - worst sections	Carriageway resurfacing	-	£ 160,000	-	
Unc	Cambridge	The Westering/The Homing/Mea	Footways in the estate - Phase 1 of 2	Footway repairs	-	-	£ 92,000	
Unc	Cambridge	Norfolk Street	From East Road	Footway repairs	-	-	£ 44,000	
A1309	Cambridge	Haupton Road (dual section)	Approach to roundabout - south bound only	Carriageway resurfacing	-	-	£ 150,000	
					£ 799,000	£ 1,359,000	£ 406,000	
Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
Full programme to be confirmed					inc	inc	inc	
Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
Unc	Trumpington	Monkswell	From Padget Road to end	Micro Asphalt	inc	-	-	
Unc	Teversham	Tamarin Gardens	From Gazelle Way	Micro Asphalt	inc	-	-	
Unc	Cherry Hinton	Pen Close	From Fishers Lane	Micro Asphalt	inc	-	-	
Unc	Cherry Hinton	Shepherds Close	From Fishers Lane	Micro Asphalt	inc	-	-	
Unc	Cherry Hinton	Colville Road	From High Street to Bridewell Road	Micro Asphalt	inc	-	-	
Unc	Cherry Hinton	Keates Road	From Colville Road to Drayton Road	Micro Asphalt	inc	-	-	
Unc	Newnham	Gough Way	From Barton Road to end	Micro Asphalt	inc	-	-	
Unc	Newnham	Wooton Way	From Gough Way	Micro Asphalt	inc	-	-	
Unc	Newnham	Stukeley Close	From Gough Way	Micro Asphalt	inc	-	-	
Unc	Newnham	Spens Avenue	From Gough Way	Micro Asphalt	inc	-	-	
Unc	Newnham	Penarth Place	From Gough Way	Micro Asphalt	inc	-	-	
Unc	Newnham	Pearce Close	From Gough Way	Micro Asphalt	inc	-	-	
Unc	Newnham	Dane Drive	From Gough Way	Micro Asphalt	inc	-	-	
Bridge Strengthening								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Gareth Guest								
A1134	Cambridge	Barnwell Railway Old	Newmarket Road Cambridge	Brick arch repairs	-	-	£ 350,000	
C281	Cambridge	Brooklands Ave bridge	Brooklands Ave	Strengthen Deck/Parapet beam	-	-	£ 750,000	
					£ -	£ -	£ 1,100,000	
Traffic Signal Replacement								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Richard Ling								
C280	Cambridge	Mill Road	At Gwydir Street	Refurbish signals at junction	£ 126,500	-	-	
C289	Cambridge	Gilbert Road	At Carlton Way	Refurbish signals at junction	£ 112,000	-	-	
A1303	Cambridge	Madingley Road	At Lady Margaret	Refurbish signals at junction	£ 112,000	-	-	
A1303	Cambridge	Madingley Road	Near Northampton Street	Refurbish signals at junction	£ 7,000	-	-	
A1134	Cambridge	Newmarket Road	At Garlic Row	Proposed removal of signals	-	£ 22,000	-	
A603	Cambridge	Barton Road	At Grantchester Street	Refurbish signals at junction	-	£ 144,000	-	
C292	Cambridge	Emmanuel Road	Near New Square	Refurbish signals at crossing	-	£ 51,000	-	
C294	Cambridge	Downing Street	Near Corn Exchange Street	Refurbish signals at crossing	-	£ 35,000	-	
A1134	Cambridge	Perne Road	At Brookfields	Refurbish signals at junction	-	£ 124,000	-	
C280	Cambridge	Parkside	At Clarendon Street	Refurbish signals at junction	-	-	£ 95,000	
					£ 357,500	£ 376,000	£ 95,000	

East Cambridgeshire Programme							
Carriageway & Footway Maintenance including Cycle Paths							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Andy Preston							
Unc	Soham	Julius Martin Lane	From Mereside to Townsend	Resurface footway	£ 102,000	-	-
A10	Littleport	Lynn Road	A1101 Roundabout south	Carriageway repairs	£ 350,000	-	-
A142	Witcham/Wentworth	Witcham Toll, Ely Road, Wentworth	At A1421 / Garage / crossroads	Carriageway resurfacing	£ 295,000	-	-
C315	Ely	Lynn Road	From Nutholt Lane to Cam Road roundabout	Carriageway resurfacing	£ 262,000	-	-
A10	Ely & Little Thetford	Ely Road, Little Thetford & Cambridge Road, Ely	From roundabout at A142 at Ely to Little Thetford	Resurface footway	-	£ 115,000	£ 115,000
B1381	Sutton	Hundred Foot Bank	Throughout road	Place to place repairs	-	£ 93,000	-
A1101	Littleport	Bates Drove	Phase 2 - Bell's Drove North West towards Toll Corner (patches)	Carriageway recycle	-	£ 295,000	-
A142	Sutton	Sutton Bypass	Approach to Elean Business Park roundabout	Carriageway resurfacing	-	-	£ 150,000
B1085	Ashley	Stadishall Road	Suffolk border to carriageway joint neat Gazeley Rd crossroads	Carriageway resurfacing	-	-	£ 195,000
B1061	Dullingham	Brinkley Road	Junction in village to 60mph speed limit	Carriageway resurfacing	-	-	£ 118,000
					£ 1,009,000	£ 503,000	£ 578,000
Safety Fence Renewal - Funded from Carriageway & Footway Maintenance							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
C214	Swaffham Prior	Whiteway Drove	Protection at HV pylon	Renew Vehicle Restraint System	-	£ 30,000	-
B1382	Ely	Mile End Road, Prickwillow	Protection at Drain on approach to level crossing	Renew Vehicle Restraint System	-	£ 22,000	-
Full programme to be confirmed					-	-	tbc
					£ -	£ 52,000	£ -
Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Full programme to be confirmed					inc	inc	inc
Carriageway Recycling process - Funded from Carriageway & Footway Maintenance							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Unc	Ely	Quanea Drove	Route length	Carriageway retread	inc	-	-
Unc	Pymoor (Little Downham)	Adventurers Drove, Oxloade	Route length	Carriageway retread	inc	-	-
B1411	Pymoor (Little Downham)	Hundred Foot Bank	Between River Bank and Straight Furlong	Carriageway retread	inc	-	-
Full programme to be identified for future years					-	inc	inc
Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance							
A preventative treatment to extend the life of the carriageway							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
A10	Stretham	Cambridge Road	From A1123 to Lazy Otter turn	Surface Dressing	inc	-	-
A10	Littleport	Littleport Bypass - Lynn Road	From Wisbech Road to level crossing	Surface Dressing	inc	-	-
A142	Mepal	Chatteris Road	From east of Dickersons to Mepal Viaduct	Surface Dressing	inc	-	-
A142	Ely	Witchford Road	From Lancaster Way to garage nr A10	Surface Dressing	inc	-	-
A142	Witchford	Witchford Bypass	From Sutton Road to Lancaster Way	Surface Dressing	inc	-	-
B1102	Fordham	Mildenhall Road	From Isleham Road to Station Road	Surface Dressing	inc	-	-
B1411	Little Downham	Ely Road	From Ely Road to Cannon Street	Surface Dressing	inc	-	-
Unc	Ashley	Upend Road	From B1063 to village	Surface Dressing	inc	-	-
Unc	Burwell	Weirs Drove	From Hythe Lane to Reach Road	Surface Dressing	inc	-	-
Unc	Ely	Abbot Thurston Ave	From Bentham Way	Micro Asphalt	inc	-	-
Unc	Ely	Arundell	From Northwold to Fleetwood	Micro Asphalt	inc	-	-
Unc	Ely	Dean Peacock Court	From Bentham Way	Micro Asphalt	inc	-	-
Unc	Ely	Elmfield	From Northwold	Micro Asphalt	inc	-	-
Unc	Ely	Fleetwood	From Arundell	Micro Asphalt	inc	-	-
Unc	Ely	Gilbert Scott Drive	From Bentham Way	Micro Asphalt	inc	-	-
Unc	Ely	James Essex Drive	From Bentham Way	Micro Asphalt	inc	-	-
Unc	Ely	Northwold	From Downham Road	Micro Asphalt	inc	-	-
Unc	Ely	Queen Emma Walk	From Bentham Way	Micro Asphalt	inc	-	-
C316	Ely	Witchford Road	From A10 roundabout to Cambridge Road	Grip Fibre	inc	-	-
Unc	Ely	Cam Drive	From Downham Road to Lynn Road	Grip Fibre	inc	-	-
B1102	Fordham	Mildenhall Road	From Station Road to village speed limit	Grip Fibre	inc	-	-
Rights of Way							
Maintaining the Rights of Way network							
Road Number	Parish/Town	ROW	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke							
Various	Various IDB Areas	Various routes that have degraded , focusing on those protected by TRO	Mainly groundwork to knock out ruts, some sections of hardened ground using road planings	£ 7,000	£ 8,500	£ 7,000	
Various	Various	Various	Consultant advice and permit for badger mitigation works	£ 3,000	£ 3,000	£ 3,000	
Various	Various	Various	Scrub removal to support grass cutting -TBI by Network Management	£ 9,000	£ 5,250	£ 6,000	
Various	Various	Various TRO Byways	Replace criminal damaged gates	£ 10,000	-	-	
Various	Various	Various - Old TRO's	Replace or add signage that has degraded	£ 2,000	-	-	
TBC	TBC	TBC	Works to be identified	-	-	£ 1,950	
				£ 31,000	£ 16,750	£ 17,950	
Bridge Strengthening							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Gareth Guest							
A142	Fordham	Snailwell Railway bridge	Fordham Road	Repairs to brick cladding over rail line	£ 150,000	-	-
C129	Little Downham	Downham Common	Gravel Head Bridge	Brick repairs to abutments/install scour protection or tie back anchors	-	£ 240,000	-
					£ 150,000	£ 240,000	£ -

Traffic Signal Replacement							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Richard Ling							
B1085	Kennet	Kennett Railway Bridge	Station Road, Kennett	Refurbish signals at narrow bridge	-	£ 71,000	-
B1382	Ely	Nutholt Lane	at Newnham Street	Refurbish signals at junction	-	-	£ 82,000
C138	Ely	Newnham Street	near Nutholt Lane	Refurbish signals at crossing	-	-	£ 13,000
C315	Ely	Lynn Road	at Nutholt Lane	Refurbish signals at junction	-	-	£ 110,000
A1123	Wilburton	High Street	Near Carpond Lane	Refurbish signals at crossing	-	-	£ 49,000
					£ -	£ 71,000	£ 254,000

Fenland Programme							
Carriageway & Footway Maintenance including Cycle Paths							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Andy Preston							
C79	March	Burrowmoor Road	Various sections throughout	Resurface footway	£ 95,000	-	-
C73	March	Creek Road	Worst sections only	Resurface footway	£ 55,000	-	-
B1093	Wimblington	Manea Road	From Nr A141 to new surfacing	Carriageway resurfacing	£ 350,000	-	-
A141	Wimblington	Isle of Ely Way	from Eastwood End to Manea Road	Carriageway patching	£ 136,000	-	-
B1093	Whittlesey/ Benwick	Benwick Rd/Whittlesey Rd	Two areas, from Cock Bank to beyond Bridge Lodge, and from nr Wype Road Eastrea towards Wype Doles, Whittlesey	Carriageway resurfacing	£ 380,000	-	-
B1093	Manea	Station Road/Fodder Fen Road	Wisbech Road to Railway Station	Resurface footway	-	£ 135,000	-
B1166	Gorefield	Leverington Common	From Barretts Bridge to Fen Lodge	Haunch/resurface carriageway	-	£ 350,000	-
Unc	March	West End	from town centre to nr 88	Carriageway resurfacing	-	£ 164,000	-
B198	Wisbech	Cromwell Road	At South Brink Junc and Weasenham Ln to signals at Sandown Road	Carriageway resurfacing	-	£ 370,000	-
A141	Chatteris	Huntingdon Road	From roundabout at Huntingdon Rd to c'way joint before The Haven/layby	Carriageway resurfacing	-	£ 550,000	-
C73	March	Estover Road	From Elm Road	Resurface footway	-	-	£ 55,000
Unc	March	Eastwood Avenue	Estate	Resurface footway	-	-	£ 140,000
B1166	Parson Drove	Main Road	Nr John Peck Close to near bends	Carriageway resurfacing	-	-	£ 340,000
C32	Parson Drove	Fen Road	From Long Drove to Swan Bridge	Carriageway resurfacing	-	-	£ 132,000
C78	March	Knights End Road - Floods Ferry	Worst section/s - phase 2	Carriageway resurfacing	-	-	£ 180,000
B1050	Chatteris	London Road	Huntingdon Road to Honey Lane	Carriageway resurfacing	-	-	£ 300,000
B1094	Christchurch	Halfpenny Toll Road	From Upwell Road to Norfolk boundary	Carriageway strengthen/resurface	-	-	£ 112,000
					£ 1,016,000	£ 1,569,000	£ 1,259,000
Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Full programme to be confirmed					inc	inc	inc
Carriageway Recycling process - Funded from Carriageway & Footway Maintenance							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Unc	Doddington	Parson's Land Drove	Route length	Carriageway Retread	inc	-	-
Unc	March	Rodham Road	Route length	Carriageway Retread	inc	-	-
Full programme to be identified for future years					-	inc	inc
Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
A142	Chatteris	Iretons way	From Langwood Hill Drove to Block Fen roundabout	Surface Dressing	inc	-	-
B1040	Whittlesey	East Delph	From speed limit to Dog in Doublet	Surface Dressing	inc	-	-
B1101	Friday Bridge	March Road	From Jew House Drove to Co-op turn (nr Coldham)	Surface Dressing	inc	-	-
Unc	Wisbech	Admirals Drive	From Waterlees Road	Micro Asphalt	inc	-	-
Unc	Wisbech	Armada Close	From Admirals Drive	Micro Asphalt	inc	-	-
Unc	Wisbech	Beechwood Close	From Beechwood Road	Micro Asphalt	inc	-	-
Unc	March	Chandlers Way	From St Peters Road	Micro Asphalt	inc	-	-
Unc	Christchurch	Crown Road	From Green Lane	Micro Asphalt	inc	-	-
Unc	Chatteris	Eastbourne Close	From Eastbourne Road	Micro Asphalt	inc	-	-
Unc	Chatteris	Eastbourne Road	From London Road	Micro Asphalt	inc	-	-
Unc	March	Elwyn Court	From Elwyn Road	Micro Asphalt	inc	-	-
Unc	Chatteris	Hilda Clarke Close	From Eastbourne Road	Micro Asphalt	inc	-	-
Unc	March	Roses Close	From Chandlers Way	Micro Asphalt	inc	-	-
Unc	Wisbech	Southfields Close	From Walton Road	Micro Asphalt	inc	-	-
Unc	Chatteris	The Elms	From Birch Avenue	Micro Asphalt	inc	-	-
Unc	March	White Lion Close	From Chandlers Way	Micro Asphalt	inc	-	-
Rights of Way							
Maintaining the Rights of Way network							
Road Number	Parish/Town	ROW	Works		Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
-	Tydd St Giles & Newton	Area 1 Tydd st Giles & Newton	Shrub Clearance and Maintenance		£ 5,000	£ 5,000	
-	March / Wimblington	Area 2 March & Wimblington	Shrub Clearance and Maintenance		£ 5,000	£ 2,500	£ 2,500
-	Manea & Chatteris	Area 3 Manea & Chatteris	Shrub Clearance and Maintenance				£ 10,000
					£ 10,000	£ 7,500	£ 12,500
Bridge Strengthening							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Gareth Guest							
B1093	Chatteris	Boots Bridge	Manea Road/Sixteenfoot	Redeck and safety barrier	£ 600,000	-	-
B1099	March	Bedlam Bridge	Upwell Road	Concrete repairs to piers & underside of deck	£ 229,000	-	-
Unc	March	Martins Bridge	Binnimoor Road	Reconstruct as plastic pipe	-	£ 300,000	-
					£ 829,000	£ 300,000	£ -
Traffic Signal Replacement							
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Richard Ling							
B1101	March	Dartford Road	At Broad Street	Refurbish signals at junction	£ 133,300	-	-
A1101	Wisbech	Dowgate Road	At Leverington Road	Refurbish signals at junction	-	£ 102,000	-
A1101	Wisbech	Churchill Road	At Norwich Road	Refurbish signals at junction	-	-	£ 123,000
					£ 133,300	£ 102,000	£ 123,000

Huntingdonshire Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Andy Preston							
Various	St Ives	Town Centre area	Town centre area	Relay small element paving	£ 100,000	-	-
Unc	Earith	Greenfields estate	Greenfields estate	Resurface Footway	£ 42,000	-	-
A1123	St Ives	St Audrey Lane	Ramsey Road to Compass Point 't/bt	Carriageway resurfacing	£ 475,000	-	-
Unc	St Ives	North Road	Including East Rd and pt of Ramsey Rd	Carriageway resurfacing	£ 195,000	-	-
C89	Yaxley	Holme Road	Including C89 Hod Fen Drove	Carriageway strengthening	£ 485,000	-	-
B1050	Somersham	Chatteris Road	Between Somersham and Chatteris	Carriageway resurfacing	£ 508,000	-	-
Unc	Huntingdon	Oxmoor Estate	Inc. Elm Close, Bradshaw Close, Silver Birch, Milton Close - Phase 1	Footway resurfacing	-	£ 100,000	-
Unc	Huntingdon	Coneygear Road	From Pennington Road to Maryland Avenue	Carriageway reconstruction	-	£ 77,000	-
B1043	St Neots	Huntingdon Street	Signals to Huntingdon Road	Carriageway resurfacing	-	£ 305,000	-
C116	Warboys	Fenside Road	From A141 to Puddock Road - worst sections	Carriageway recycling	-	£ 204,000	-
C117	Warboys	Puddock Road	From Fenside Road towards New Rd	Carriageway strengthen/recycling	-	£ 600,000	-
C86	Ramsey	Oil Mills Road, Ramsey Mereside	Sections nr Church Farm and Marriotts Drove to Oil Mills Drove	Carriageway resurfacing	-	£ 318,000	-
Unc	Somersham	Bank Avenue	Cul de sac	Carriageway resurfacing	-	-	-
Unc	Huntingdon	Chequers Court	All link	Footway resurfacing	-	-	£ 95,000
B1040	Pidley	Fenton Road	Village to A141	Carriageway resurfacing	-	-	£ 275,000
Unc	St Ives	Hill Rise	From Old Ramsey Road to Pettis Road	Carriageway resurfacing	-	-	£ 285,000
Unc	Huntingdon	Sallowbush Road / California Road	From Coneygear Rd to California Road, including short section of California Road	Carriageway resurfacing	-	-	£ 228,000
Unc	Huntingdon	Butts Grove Way	From California Road to Coneygear Road	Carriageway strengthening/resurfacing	-	-	£ 540,000
B1514	Huntingdon	The Wyton Rd, Main St, Longstaff Way, Main St, Hartford Rd	Desborough Road junction to Owl Way	Carriageway resurfacing	-	-	£ 435,000
B1044	Huntingdon	Stukely Road/Ermine Street	from Nr car park to slip road at A141 roundabout	Carriageway resurfacing	-	-	£ 220,000
Unc	Yaxley	Mere View	From B1091 to bend near Willow Rd and short section near to no. 76	Carriageway strengthening/resurfacing	-	-	£ 325,000
B1043 / Unc	Godmanchester	London Rd, London St, Old Court Hall, The Causeway	From Cambridge St mini roundabout to new roundabout on A1198	Carriageway resurfacing	-	-	£ 485,000
					£ 1,805,000	£ 1,604,000	£ 2,888,000

Safety Fence Renewal - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Unc	Low Road	Little Stukeley	Approach to HE Bridge over A14	Renew Vehicle Restraint System	£ 90,000	-	-
Unc	St Neots	Bushmead Road	Approach to HE Bridge over A1	Renew Vehicle Restraint System	£ 30,000	-	-
A141	Warboys	High Fen Straight Drove	At Gaunt Farm Culvert	Renew Vehicle Restraint System	£ 22,000	-	-
A605	Oundle Road	Chesterton	Approach to HE Bridge over A1	Renew Vehicle Restraint System	-	£ 75,000	-
B1043	Great Paxton	Huntingdon Road	At Paxton Hill rail bridge	Renew Vehicle Restraint System	-	£ 19,000	-
B1041	Pidley cum Fenton	Fenton Road	On bends	Renew Vehicle Restraint System	-	£ 16,000	-
B1041	Lt Paxton/ Huntingdon	Mill Lane	At Great Ouse sluices	Renew Vehicle Restraint System	-	£ 45,000	-
Full programme to be confirmed					-	-	tbc
					£ 142,000	£ 155,000	£ -

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Full programme to be confirmed					inc	inc	inc

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
Unc	Farcet	Conquest Drove	Route length	Carriageway Retread	inc	-	-
C87	Farcet	Kings Delph Drove	Route length	Carriageway Retread	inc	-	-
Full programme to be identified for future years					-	inc	inc

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke							
A141	Warboys	High Fen Straight Drove	From nr. Wind farm to joint nr. Tick Fen turn	Surface Dressing	inc	-	-
B660	Catworth	Fox Road	From A14 slip to village	Surface Dressing	inc	-	-
B660	Glatton	Glatton Ways	From A1 flyover to village	Surface Dressing	inc	-	-
B661	Perry	East Perry	From Buckden Road to village speed limit	Surface Dressing	inc	-	-
B662	Old Weston	Clopton Road	From B660 to county boundary	Surface Dressing	inc	-	-
B671	Elton	Wansford Road	From Sibson aerodrome to Elton	Surface Dressing	inc	-	-
B1040	Warboys	Airfield Road	From village speed limit to industrial estate	Surface Dressing	inc	-	-
B1040	Warboys Road	Bury	From Wistow Toll to Bury speed limit	Surface Dressing	inc	-	-
B1090	Kings Ripton	Sawtry Way	From Sapley Road, east to nr. laboratories	Surface Dressing	inc	-	-
B1090	Abbots Ripton	St Ives Road	From The Green to nr. Grange Cottage	Surface Dressing	inc	-	-
C100	Sawtry	Bill Hall Way	From Fen Lane to Toll Bar Way	Surface Dressing	inc	-	-
C100	Sawtry	Toll Bar Way	From Bill Hay Way to Coppington Road	Surface Dressing	inc	-	-
C164	Stow Longa	Kimbolton Road	From Stow Road to Spaldwick Road	Surface Dressing	inc	-	-
Unc	Ramsey	Brands Close	From Bury Road	Micro Asphalt	inc	-	-
Unc	St Ives	Da Vinci Close	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Degas Drive	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Fraser Drive	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Gainsborough Drive	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Hogarth Close	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Holbein Road	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Lowry Close	From Constable Road	Micro Asphalt	inc	-	-
Unc	Ramsey	Millfields	From Newtown Road	Micro Asphalt	inc	-	-
Unc	St Ives	Monet Close	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Moreland Way	From Constable Road	Micro Asphalt	inc	-	-
Unc	Huntingdon	Owl Way	From Sapley Way to Main Street	Micro Asphalt	inc	-	-
Unc	St Ives	Rembrandt Way	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Renoir Close	From Spencer Drive	Micro Asphalt	inc	-	-
Unc	St Ives	Reynolds Close	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Romney Close	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Ruebens Way	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Spencer Drive	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Stubbs Close	From Spencer Drive	Micro Asphalt	inc	-	-
Unc	St Ives	The Whistlers	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Turner Road	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Van Dyke Place	From Constable Road	Micro Asphalt	inc	-	-
Unc	St Ives	Van Gogh Place	From Constable Road	Micro Asphalt	inc	-	-

Unc	Eaton Socon	Axis Way	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Beaver Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Duchess Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Earl Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Fallow Drive	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Gazelle Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Lady Way	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Marchioness Way	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Muntjac Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Otter Way	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Peer Road	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Prince Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Roe Green	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Samber Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Viceroy Close	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Eaton Socon	Viscount Court	From Monarch Road	Micro Asphalt	inc	-	-
Unc	Brampton	Horseshoes Way	From / to High Street	Micro Asphalt	inc	-	-
Unc	Upwood	Helens Close	From High Street	Micro Asphalt	inc	-	-
Unc	Upwood	Bentley Close	From Helens Close	Micro Asphalt	inc	-	-
Unc	Somersham	Grange road	From Parkhall Road to Feoffes Road	Micro Asphalt	inc	-	-

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke						
FP 3	Godmanchester	FP 3	Riverbank has eroded Grid Ref 524 191, 270 418 for approx. 10 metres	£ 15,000	-	-
FP 1&6 / FP 2&3	St Ives & Woodhurst	St Ives FP 1 & 6, Woodhurst FP 2 & 3	Localised surfacing and drainage	£ 12,000	-	-
Various	Various	Ouse Valley Way	General maintenance plus Holywell-cum-Needingworth 3 surface/drainage	£ 5,000	-	-
7 & 9	Old Weston & Winwick	Broad Lane Old Weston 7 & Winwick 9	Drainage, surfacing and scrub clearance	£ 6,000	-	-
Various	Various	Ouse Valley Way	General maintenance	-	£ 9,000	-
FP 12 & 13	Brampton	FP 12 & 13	Riverbank eroding - Hedge removal	-	£ 20,000	-
BR4	Ellington	BR4	Shrub clearance & Drainage works	-	£ 3,000	-
TBC	TBC	TBC	Works to be identified	-	-	£ 30,000
				£ 38,000	£ 32,000	£ 30,000

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Gareth Guest							
B1043	Huntingdon	The Avenue	Huntingdon River Bridge	Stone repairs (Scheduled Ancient Monument)	£ 60,000	-	-
B660	Holme	Stokes Bridge	Long Drove	Edge beam strengthening	-	£ 200,000	-
BW1	Elton	Yarwell Meadows Bridge	Elton Bridleway 1	Replace with new steel beam structure	-	£ 60,000	-
C168	Great Staughton	Great Staughton Church	Causeway	Stone refurbishment and strengthening/pinning	-	£ 200,000	-
B660	Glatton	Glatton Bridge	Infield Road	Arch strengthening to substandard bridge	-	£ 120,000	-
U/C	St Ives	St Ives Flood Arches	London Road, St Ives	Brick parapet repairs	-	-	£ 350,000
B1040	Ramsey	Great Whyte	nr Great Whyte Culvert	Install /repair key/wall	-	-	£ 75,000
B660	Tilbrook	Tilbrook bridge		Brick arch pier strengthening	-	-	£ 250,000
					£ 60,000	£ 580,000	£ 675,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Richard Ling							
Unc	Godmanchester	London Road	Near Tudor Road	Refurbish signals at crossing	-	£ 52,000	-
B1514	Huntingdon	Brookside (Ring Road)	At Cowper Road	Refurbish signals at junction	-	-	£ 104,000
A15	Yaxley	London Road	At Brunell Drive	Refurbish signals at junction	-	-	£ 110,000
B1091	Farcet	Peterborough Road	Near Broadway	Refurbish signals at crossing	-	-	£ 49,000
					£ -	£ 52,000	£ 263,000

South Cambridgshire Programme								
Carriageway & Footway Maintenance including Cycle Paths								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Andy Preston								
Unc	Longstanton	Ladywalk/Brookfield Drive	All estate off High Street	Resurface footways	£ 72,000	-	-	
C234	Teversham	Church Road	Near School	Resurface footways	£ 40,000	-	-	
A1198	Longstowe	Old North Road	From bridge to School Lane cross roads	Carriageway resurfacing	£ 180,000	-	-	
A603	Barton	Barton roundabout	Roundabout and exits/entrance	Carriageway resurfacing	£ 345,000	-	-	
A1307	Linton	Cambridge Road	Outside Daleheads Food, westbound dual carriageway - worst section only	Carriageway resurfacing	£ 154,000	-	-	
A1307	Horseheath	Haverhill Road	Joint near Withersfield Rd to Suffolk county boundary	Carriageway resurfacing	£ 380,000	-	-	
A1307	Horseheath	Horseheath bypass	Horseheath between Linton/Haverhill Road	Carriageway resurfacing	£ 552,000	-	-	
C259	Barton	Haslingfield Road	From A603 to village speed limit	Carriageway resurfacing	£ 100,000	-	-	
A1303	Stow cum Quy	Newmarket Road	At Roundabout at A14, south - short section	Carriageway resurfacing	£ 30,000	-	-	
B1052	Linton	The Grip	Boundary to the Zoo	Resurface footways	-	£ 33,000	-	
B1053	Linton	Balsham Road	Place to place	Resurface footways	-	£ 42,000	-	
C194	Madingley	High Street	Opposite Public house on bend	Resurface footways	-	£ 25,000	-	
Unc	Melbourn	Orchard Way, Palmer Way	Includes Fordham Way and Clear Crescent	Resurface footways	-	£ 40,000	-	
C194	Madingley	The Avenue	From Madingley towards A14	Carriageway resurfacing/reshaping	-	£ 120,000	-	
Unc	Bourn	Caxton End	Approaches to ford area	Carriageway resurfacing	-	£ 74,000	-	
B1047/C210	Horningsea	Horningsea Road	Approaches to signals/bridge area	Carriageway resurfacing	-	£ 186,000	-	
B1046	Comberton	Barton Road	From Barton Court to 60mph limit	Carriageway resurfacing	-	£ 175,000	-	
B1042	Croydon / Tadlow	Lower Road	nr high speed bends	Carriageway resurfacing	-	£ 132,000	-	
A10	Landbeach	Ely Road	From Denny End Road to Research Park	Carriageway resurfacing	-	£ 670,000	-	
A10	Landbeach	Ely Road	From Research Park to Denny Abbey rbt	Carriageway resurfacing	-	-	£ 316,000	
Unc	Milton	Benet Close	Cul de sac	Resurface footways	-	-	£ 21,000	
Unc	Barton	Mailes Close	Cul de sac	Resurface footways	-	-	£ 22,000	
C198	Girton	Cambridge Road	Inc parts of Girton Rd and High St, from Welbrook Court to Manor Farm Road	Carriageway resurfacing	-	-	£ 552,000	
B1049	Histon	Bridge Road	From A14/traffic lights to near bridge	Carriageway resurfacing	-	-	£ 268,000	
B1368	Hauxton	London Road	From A10 to joint beyond 60mph	Carriageway resurfacing	-	-	£ 220,000	
Unc	Milton	Cambridge Road industrial Estate	From roundabout at C282 Cambridge Road to turn/junction	Carriageway strengthen, part re kerb/footway resurface	-	-	£ 152,000	
					£ 1,853,000	£ 1,497,000	£ 1,551,000	
Safety Fence Renewal - Funded from Carriageway & Footway Maintenance								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
A1301	Cambridge Road	Hinxton	Under M11 / A11	Renew Vehicle Restraint System	£ 40,000	-	-	
A603	Barton Road	Grantchester	At M11 junction 12	Renew Vehicle Restraint System	£ 120,000	-	-	
C195	Madingley	Cambridge Road	Approach to HE Bridge over A428	Renew Vehicle Restraint System	£ 40,000	-	-	
C197	Oakington	Station Road	At Guided bus junction/Drain	Renew Vehicle Restraint System	£ 16,000	-	-	
Full programme to be confirmed					-	tdc	tdc	
					£ 216,000	£ -	£ -	
Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
Full programme to be confirmed					inc	inc	inc	
Carriageway Recycling process - Funded from Carriageway & Footway Maintenance								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
Unc	Papworth St Agnes	The Main Road	From Passhouse Cottage south to end	Carriageway Retread	inc	-	-	
Unc	Willingham	Sponge Drove	Route length	Carriageway Retread - provisional	inc	-	-	
Full programme to be identified for future years					-	inc	inc	
Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
A10	Foxton	Cambridge Road	From Foxton speed limit to Harston speed limit	Surface Dressing	inc	-	-	
A10	Shepreth	Dunsbridge Turnpike	From Cambridge Rd to Fowlmere Rd	Surface Dressing	inc	-	-	
A10	Melbourn	Bypass	From New Farm to Royston Road	Surface Dressing	inc	-	-	
A10	Meldreth	Bypass	From Royston Road to Cambridge Road	Surface Dressing	inc	-	-	
A10	Foxton	Royston Road	From Fowlmere Road to Station Road	Surface Dressing	inc	-	-	
A505	Fowlmere	Newmarket Road	From Chrishall Road to Flint Cross	Surface Dressing	inc	-	-	
A505	Melbourn	Newmarket Road	From Flint Cross to county boundary	Surface Dressing	inc	-	-	
A1198	Caxton	Bypass	From Royston Road to Ermine Street	Surface Dressing	inc	-	-	
A1198	Papworth Everard	Bypass	From / to Ermine Street roundabouts	Surface Dressing	inc	-	-	
A1307	Linton	Bypass	From petrol station to Bartlow Road	Surface Dressing	inc	-	-	
A603	Wimpole	Cambridge Road	Between speed limits in village	Surface Dressing	inc	-	-	
Unc	Stapleford	Haverhill Road	From Bury Road to A1307	Surface Dressing	inc	-	-	
Unc	Waterbeach	Rosemary Road	From St Andrew's Hill to Burgess Road	Micro Asphalt	inc	-	-	
Unc	Oakington	Mead View	From Longstanton Road	Micro Asphalt	inc	-	-	
Unc	Oakington	Church View	From Mill Road	Micro Asphalt	inc	-	-	
Unc	Barton	Allens Close	From Mailes Close	Micro Asphalt	inc	-	-	
Unc	Barton	Mailes Close	From High Street	Micro Asphalt	inc	-	-	
Unc	Duxford	Lacey's Way	From St John's Street	Micro Asphalt	inc	-	-	
Unc	Duxford	The Rustons	From Lacey's Way	Micro Asphalt	inc	-	-	
Bridge Strengthening								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Gareth Guest								
A505	Whittlesford	Whittlesford rail bridge	Bridge over Cambridge to London Liverpool Street line	Parapets / Edge beam refurbishment	£ 475,000	-	-	
C204	Histon	Park Lane culvert	Park Lane	Replace sub standard weak bridge (improve flood capacity)	£ 600,000	-	-	
Unc	Orwell	Green Ford Bridge	Town Green Road	Replace structure with box culvert or portal	-	£ 500,000	-	
C261	Barrington	Archer Bridge	Shepreth Road	Concrete repairs	-	£ 60,000	-	
					£ 1,075,000	£ 560,000	£ -	

Traffic Signal Replacement								
Road Number	Parish/Town	Street	Location	Works	Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Richard Ling								
Unc	Melbourn	High Street	At Station Road junction	Refurbish signals at junction	£ 114,200	-	-	
Unc	Fulbourn	Yarrow Road	Near Tesco's	Refurbish signals at crossing	£ 55,000	-	-	
A1301	Stapleford	London Road	Near Church Street	Refurbish signals at crossing	£ 44,000	-	-	
B1049	Histon	Water Lane	At The Green	Refurbish signals at junction	£ 126,000	-	-	
A1307	Girton	Huntingdon Road	At Girton Road	Refurbish signals at crossing	-	£ 77,000	-	
B1049	Impington	Bridge Road	At Chequers Road	Refurbish signals at junction	-	£ 135,000	-	
C249	Sawston	High Street	Near Church Lane	Conversion to Zebra crossing	-	£ 17,000	-	
B1050	Willingham	High Street	At Station Road	Refurbish signals at junction	-	-	£ 95,000	
					£ 339,200	£ 229,000	£ 95,000	
Rights of Way								
Maintaining the Rights of Way network								
Road Number	Parish/Town	ROW	Works		Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £	
Contact Officer: Jon Clarke								
BR 6	Little Wilbraham	BR 6	Supply plant and labour to level material delivered from Newmarket Road (Coldhams Lane to Marshalls) from Cambridge Capital Works. Plus 2000 square metres of Type 2000G Geotextile membrane		£4,750	-	-	
FP 15	Little Wilbraham	FP 15	Supply plant and labour to level material delivered from Tenison Road (from Station Road to St Barnabus Road) from Cambridge Capital Works		£4,500	-	-	
BY 8	Willingham	BY 8	Supply plant and labour to level material delivered from South Cambridgeshire		£4,000	-	-	
BY 1	Kingston	BY 1	Porter's Way - make good 1190m of surface with imported material with material from Barton (Haslingfield Road and Barton roundabout) Capital resurfacing works		£3,500	-	-	
BR 2	Caxton	BR 2	Supply plant and labour to level material delivered from Ermine Street/Royston Road Capital works 2018/19		£2,250	-	-	
FP 2	Heydon	FP 2	Wet surface on hillside to improve it requires five French drains and type one material imported (180m), repair badger sett damage. Requested by PC		£2,000	£2,000	£2,000	
BY1	West Wrating	BY 1	Icknield Way - Fill ruts with road planings along 250 metre section north of Green End Farm Cottages (500 tonnes)		-	£12,000	-	
BY 48	Castle Camps	BY 48	Fill ruts with reclaimed material and road planings along 420 metre section (970 tonnes), install drainage, profile surface to form natural drainage to field drain		-	£11,250	-	
BY 1	Kingston	BY 1	Porter's Way - clear scrub and manage dead elms in verge - 1,400 metres on both sides, hand work		-	£5,500	-	
FP 2	Bourn	FP 2	830 metres of scrub and semi-mature material needing clearance and taking back growth to drain edge after harvest		-	£3,500	-	
BY 7	Comberton	BY 7	Supply plant and labour to level material delivered from Cambridge Capital Works		-	£3,500	-	
BY 1	Babraham	BY 1	Supply plant and labour to level material delivered from Cambridge Capital Works		-	£3,000	-	
BY 1	Rampton	BY 1	Supply plant and labour to level material delivered from South Cambridgeshire		-	£3,000	-	
BR10	Longstanton	BR 10	Clear scrub back to boundary drain and hedgerow, 890 metres		-	-	£4,000	
BR 10	Longstanton	BR 10	Clear scrub back to boundary drain and hedgerow, 890 metres		-	-	£3,000	
BY 2	Lolworth	BY 2	Supply plant and labour to level material delivered from Cambridge Capital Works		-	-	£3,500	
BY 19	Melbourn	BY 19	Scrub clearance along entire route cutting back to boundaries		-	-	£2,000	
BY 2	Lolworth	BY 2	Supply plant and labour to level material delivered from South Cambridgeshire		-	-	£3,000	
BY 4	Stapleford	BY 4	Supply plant and labour to level material delivered from Cambridge Capital Works		-	-	£2,750	
FP 16	Tadlow	FP 16	5m wide track overgrown with scrub from hedge on eastern boundary		-	-	£2,000	
FP 1	Toft	FP 1	Clear 140 metres of scrub so that people avoid using field		-	-	£1,500	
BR 5	Stow cum Quy	BR 5	Surface works to improve drainage of wet areas at southern end and making good		-	-	£5,000	
FP 7	Horseheath	FP 7	Surface improvements to make good ground		-	-	£4,250	
BR 8	Graveley	BR 8	Clear scrub alongside edges		-	-	£3,250	
BR 6	Fen Drayton	BR 6	Clear overhanging side scrub		-	-	£1,750	
BR 9	Great & Little Eversden	BR 9	Repair surface damage on hill side caused by water erosion and install drains then fill compressions on top of hill		-	-	£1,550	
					£ 21,000	£ 43,750	£ 39,550	

Countywide Programme						
Carriageway & Footway Maintenance including Cycle Paths						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke						
Countywide capitalised road patching				£ 1,040,000	£ 1,040,000	£ 1,040,000
Locally determined minor capital schemes				£ 650,000	£ 650,000	£ 650,000
Contact Officer: Jon Clarke						
Countywide Surface Treatment programme - current schemes listed under District/City areas. Schemes for future years to be confirmed				£ 4,200,000	£ 4,200,000	£ 4,200,000
Preparation for surface treatment schemes, as above				£ 900,000	£ 900,000	£ 900,000
Countywide Retread programme - current schemes listed under District/City areas. Schemes for future years to be confirmed				£ 1,200,000	£ 1,200,000	£ 1,200,000
Countywide safety fence renewals - current schemes listed under District/City areas. Full programme for future years to be confirmed				£ 400,000	£ 350,000	£ 200,000
Countywide Footway slurry seal programme - current schemes listed under District/City areas. Schemes for future years to be confirmed				£ 500,000	£ 500,000	£ 500,000
Contact Officer: Andy Preston / Barry Wylie						
Investigation and design for future schemes				£ 300,000	£ 300,000	£ 300,000
Drainage schemes to be identified				£ 1,000,000	£ 1,000,000	£ 1,000,000
				£ 10,190,000	£ 10,140,000	£ 9,990,000
Pothole Action Fund						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Jon Clarke						
Fund to repair or prevent the formation of potholes				£ tbc	£ -	£ -
				£ -	£ -	£ -
Rights of Way						
Maintaining the Rights of Way network						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Gareth Guest						
Fund to repair, replace and upgrade bridges as a result of inspections				£ 40,000	£ 40,000	£ 40,000
				£ 40,000	£ 40,000	£ 40,000
Bridge Strengthening						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Gareth Guest						
Design for future years schemes & capitalised minor improvements				£ 450,000	£ 884,000	£ 789,000
				£ 450,000	£ 884,000	£ 789,000
Traffic Signal Replacement						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Richard Ling						
Design for future years schemes				£ 20,000	£ 20,000	£ 20,000
				£ 20,000	£ 20,000	£ 20,000
Smarter Travel Management - Integrated Highway Management Centre						
The Integrated Highways Management Centre(IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Sonia Hansen						
Expand our existing Intelligent Transport Systems to provide further integration in delivering transport information to the public and our partners. Provide new facilities into the IHMC including additional CCTV coverage, variable message signs (VMS) and other technology to better inform the public on our				£ 200,000	£ 200,000	£ 200,000
				£ 200,000	£ 200,000	£ 200,000
Smarter Travel Management -Real Time Bus Information						
Provision of real time passenger information for the bus network.						
Works				Budget 2018/19 £	Budget 2019/20 £	Budget 2020/21 £
Contact Officer: Sonia Hansen						
Add further displays to areas of key footfall and other strategic use, add or replace bus kit as fleets change and invest further in more direct channelling of information to users				£ 165,000	£ 165,000	£ 165,000
				£ 165,000	£ 165,000	£ 165,000

Appendix N

Traffic Signals Design and Operational Guidance

Purpose

This document sets out guidance on the design and operation of traffic signals within Cambridgeshire. When applying this guidance it is emphasised that a flexible approach should be adopted to allow a balanced outcome to be achieved that is consistent with transport strategy objectives.

This guidance will inform and influence any reviews of existing traffic signal installations and the design of new signal installations including those being delivered by external parties, particularly in respect of new development.

This guidance is intended to complement existing traffic signal best practice and regulation.

General approach

As a first step in any traffic signals review or in the design of new installations, the principle of traffic signal control should be tested with alternative methods of control being considered.

Traffic signals should be configured so that signal stages and timings optimise the movement of people rather than simply the movement of vehicles. Signal timing plans should have flexibility to respond to changing modal demands throughout the day/week/season. In urban areas, traffic signal systems should have the ability to utilise air quality data to influence and inform changes in networked signal timings in response to poor air quality.

Up to date information on people movement and delays at individual junctions and crossings should be collected to inform and influence the way in which signal control is configured and operated.

Individual transport mode considerations

Pedestrians

Wherever practical and possible pedestrian movements across individual junction arms should be made in a single movement. All red motor vehicle stages (potentially incorporating diagonal crossing facilities) should be considered at junctions where necessary to manage high pedestrian flows.

Pedal cyclists

Wherever practical and possible cycle movements should be:

- segregated by space or time or both from motor vehicle movements

- made in a single movement across individual junction arms.

Buses

Local registered service bus movements should be prioritised over general traffic movements through early detection on junction approaches. At sites where buses run on conflicting routes, priority should be given to which ever bus is experiencing the greatest delay in punctuality or which ever is carrying the greatest number of passengers (implementation of this aspect will be dictated by the availability of technology to monitor timetabling and passenger levels in real time).

Other motor vehicles

The signal review process should determine whether the retention of all current permitted movements for private motor vehicles is essential or necessary, in consideration of other transport strategies and projects. If considered appropriate, consideration could be given to restricting identified motor vehicle movements if they support and/or achieve strategic transport aims and create more opportunity to prioritise sustainable transport modes. Any proposal to restriction junction movements should be modelled to fully assess and understand the implications for access on the wider road network.

Road safety

To improve road safety, injury accident data should be assessed to:

- determine the need for any changes in design or operation at existing signal sites
- inform the design process for new signal installations.

Perceived safety concerns for vulnerable users (pedestrians and pedal cyclists) should also be taken into account.

Technology and Innovation

At all signal controlled junction/crossing the use of 'state of the art' technology should be considered to address the following key operational aspects:

Pedestrians - on-crossing detection and other aids for those with limited mobility to optimise pedestrian stage operation.

Pedal cyclists - stop line and approach detection to optimise cycle stage operation.

Buses - the ability to detect buses early to optimise the prioritisation of bus movements for registered local service buses (with the ability to access real time bus timetabling and passenger levels to prioritise conflicting movements).

Pollution – the ability to factor in air quality data in real time to influence and inform the optimisation of signal timings

General traffic - the ability to optimise general traffic movements on a network/ corridor basis.

Whilst traffic signal designs and operations need to be consistent with current Department for Transport (DfT) regulations, the design and/or review process should aspire to test and adopt innovative approaches through DfT approved trials.

Application of guidance

The way in which this guidance is applied to individual junctions and crossings needs to take into account their location and role within the road hierarchy to ensure consistency with strategic aims and to achieve a pragmatic balance between competing movement demands.

Therefore, the degree to which sustainable transport mode movements are prioritised over motor vehicle movements could be expected to be more significant on routes within city and town centres than on the ring roads / arterial routes.