



Cambridgeshire  
County Council

# Highways Service Plan 2012

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**FINAL DRAFT**

# **Network Service Plan 2012**

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## 1 Introduction

This Network Service Plan sets out our programme for maintaining and improving our roads and other transport networks in Cambridgeshire during 2012/13. This Plan is published at a time of considerable change in Cambridgeshire.

We have strengthened our focus on growing the local economy; making key investment commitments in transport infrastructure to support growth. Our revenue budgets are under ongoing pressures as reductions are made in public expenditure, so we have to make every penny count and target our resources on key priorities where we can deliver the greatest benefit. However, we have also committed to an additional £90m programme over five years of investing in maintaining and improving our roads, pavements, bridges and traffic signals, supporting growth through major transport schemes, including Ely Crossing and Cambridge Science Park Station, and investing in other infrastructure, including superfast broadband. Meanwhile, we will also work to address congestion trouble spots and, building on the success of the Cambridgeshire Busway and Park & Ride, we will continue to improve options for alternatives to car travel in urban areas.

In February of this year, the Council submitted bids for funding from government's Local Sustainable Transport Fund (LSTF – £5m) and Better Bus Areas fund (BBAF – £1.73m). The LSTF bid focuses on schemes and measures on two key economic corridors in the county: Ely to Cambridge and Huntingdon to Cambridge. The BBAF bid focuses on Cambridge city centre and four of the busiest radial routes into the city. Government has recently announced that our bid for BBAF has been successful. Funding from these bids will supplement the capital programme in the next two to three years.

We also prioritise protecting the most vulnerable in our society and helping people to live independent lives. Road safety remains a key priority and we will target investment so that people can travel safely whether by vehicle, on foot or by bicycle. We will make sure elderly and vulnerable people are able to use our transport networks safely.

Partnership working is key to delivering against our objectives. Therefore, we will work closely with city/district councils and local councils in shaping programmes that support their objectives where possible.

We are transforming our services, looking to work closer with communities and their representatives, responding more to local needs within our means and helping communities address their concerns where we cannot fund solutions ourselves. A new approach is being put in place enabling communities to lead on minor improvements to local roads and streets. Meanwhile, we have established voluntary highways wardens in many of our parishes and enhanced our winter gritting service with volunteers working to clear local paths. We are also working with local councils on speed limit changes that they wish to fund. Over the next year, we will develop our stewardship of local highways, streets and paths and work to build stronger links with the communities who use these facilities.

We are continuing to deliver service improvements and efficiency savings with our highways contract service provider, Atkins, and our street lighting stock is now being overhauled as part of a PFI (Private Finance Initiative) deal with our provider, Balfour Beatty, providing us with a sound long term investment. We continue to use a range of suppliers to deliver network improvements to ensure we get the best deal for Cambridgeshire.

Over the next year we will develop our role in working with local communities and tailoring our responses to meet local needs. Alongside this, we will press ahead with key infrastructure programmes to encourage investment in Cambridgeshire and increased opportunities for all our residents, and work to remove barriers to growth.

This Network Service Plan supports the Council's objectives in strengthening and empowering communities, working alongside other County Council services to provide improved quality of life and economic prospects for the people of Cambridgeshire.

The Plan will evolve over time, adapting to changing circumstances, such as road conditions and reflecting any changes necessary, for example as a result of preliminary work.

A more detailed explanation of the Council's priorities can be found in the Integrated Plan at:

<http://www.cambridgeshire.gov.uk/council/finance/spending/ip2012-2013>

## **2 Delivery of Cambridgeshire's Local Transport Plan**

The Local Transport Plan (LTP) sets out our proposals for investing in capital allocated by Central Government, plus some additional funding from capital receipts and contributions from other local authorities, agencies and developers. The Council has agreed to substantially increase the funds available to maintain and improve our networks (as set out below).

The Capital Programme includes road and bridge maintenance and a range of integrated transport schemes include safety schemes, the delivery of the Market Town and Cambridge Access Strategy schemes. See table on page 15.

Whilst not as severe as the last two years, this winter's weather has further exacerbated the deteriorating condition of our road network.

The Council produced and adopted the first Rights of Way Improvement Plan (ROWIP) in the country as part of the Local Transport Plan, winning a high score from the DEFRA for so doing.

We are required to provide carbon dioxide emissions data from operational transport use and energy (e.g. for street lighting) for the purpose of monitoring the Council's carbon footprint. Under the Carbon Reduction Commitment Energy Efficiency Scheme, we purchase carbon credits for the use of street lighting in the County in an aim to improve energy efficiency and cut CO<sub>2</sub> emissions.

Our road maintenance partnership, Cambridgeshire Highways, has a Sustainability Plan, Environmental Management Plan and Site Waste Management Plans in place to support its objectives;

- to reduce waste to a minimum
- reuse and recycle as much as practicable
- to minimise consumption of natural resources.

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

### **3 The Busway**

The Busway opened on 7 August 2011, including new Park and Ride sites at St Ives and Longstanton. Buses run at least every ten minutes throughout the day between St Ives and Cambridge, with buses running every 20 minutes from Huntingdon and additional services from Somersham. Service operators have altered their timetables twice since the Busway opened to cope with the increased demand, which exceeded the projections for usage in Year 1. Following on from the initial interest surrounding the Busway opening, passenger numbers have grown steadily, with the one millionth passenger journey mark being reached in early January 2012, and an average total of over 208,000 journeys every month.

In 2012:

- Service frequency is set to rise in July, as one bus operator adds further buses to its fleet, and this will increase the frequency of departures up to every seven or eight minutes at peak periods.
- An additional Busway stop will be created in St Ives town centre, to improve service provision and reliability, and help reduce pedestrian traffic between the town centre and the Park & Ride site.
- The planned expansion of the St Ives Park & Ride site (to 1000 spaces) and the creation of a short-term 'kiss and ride' parking area at Swavesey should be under construction before the end of the year.

The bridleway which runs alongside the Busway is extremely well-used by commuting cyclists and by leisure users alike.

#### **Huntingdon to St Ives On-Street Bus Priority Measures**

These measures were developed jointly with Huntingdonshire District Council, to improve both local public transport and to extend the benefits of the Busway from St Ives to Huntingdon and are integrated with the Market Town strategies for these towns. The Walden Road and Old Houghton Road measures have been delivered along with their associated cycleways. The remaining sections have been deferred until funding becomes available. The associated cycleways will be completed either as part of the Market Town strategies or as other funding becomes available. The Hartford to Wyton cycleway part of the programme is being delivered in phases. Phase 1 was completed as part of the Old Houghton Road bus priority improvement above. Phase 2 is currently under construction. The final part of this section is

programmed for 2012/13 subject to land and other statutory consents and a full funding package being finalised.

### Cambridgeshire Future Transport

Cambridgeshire Future Transport is a programme of work looking at practical, achievable and sustainable transport solutions. The withdrawal of bus subsidies and the recognition that we need to deliver transport in a smarter way has given us the opportunity to really understand what our communities need from local passenger transport. We will be undertaking a programme of engagement, working in partnership with communities, to design local services which truly meet their needs.

We will also be looking at delivering services in new ways working with Community Transport providers, Community Car schemes and communities who wish to run their own transport. We are also in the process of developing a franchise model which if successful would stimulate the local transport market providing opportunities for local entrepreneurs and jobs for local communities. A pilot scheme was launched in the Whittlesford area which although not well used generated learning which will ensure that the model will be successful in future schemes.

The aims of Cambridgeshire Future Transport are;

- To strengthen the connections between services and community outcomes;
- Better accessibility for communities
- Look at aligning resources and priorities across boundaries;
- To stimulate market innovation and responses;
- To open up opportunities to create new community joint ventures; and
- To explore the potential to innovate and improve service accessibility.

The programme will run for three years with the budget ramping up to £1.5m over three years as bus subsidies are withdrawn.

## **4 Housing Growth Fund / Community Infrastructure Fund**

Transport projects which benefit from these funding streams in 2010/11 and 2011/12 included:

- Countryside access around proposed Northstowe new town
- Cycle routes around Northstowe, Histon to Cottenham
- Busway cycle route, Histon to Longstanton
- Babraham park and ride to Wandlebury County Park cycle route
- Cambridge Gateway bus and cycle link
- Cambridge Station Bus interchange

Still to be delivered from this funding is the Huntingdon West of Town Centre Link Road project which is being procured in partnership with Huntingdonshire District Council (HDC) and is jointly funded by Housing Growth Fund/CCC/HDC and Section 106 funding.

## **5 Transport Asset Management**

LTP Guidelines require all Highway Authorities to develop Transport Asset Management Plans (TAMP). These are informed by LTPs and other service and corporate plans. The completed TAMP will enable us to:

- support the corporate provision of detailed information on all transport assets held by the Authority
- establish and communicate a clear relationship between the programme set out by the TAMP and our targets and objectives and ensure existing assets are in a condition compatible with the delivery of the LTP and corporate objectives.
- enable value for money for all transport asset maintenance to be considered more effectively against other local transport spending, and assist Local Transport Strategy and Plan production

Cambridgeshire's Transport Asset Management Plan is developing well and work continues to progress and improve it.

The new Code of Practice on Transport Infrastructure Assets requires asset managers and financial staff to work together to produce asset and financial information in a form that can be used to report the transport assets on a current value basis, in accordance with Whole of Government Accounting, as required by HM Treasury.

The method of Depreciated Replacement Cost (DRC) will provide the current cost of replacing an asset with its modern equivalent, less deductions for deterioration and impairment. Gross Replacement Cost (GRC) is based upon the cost of constructing an equivalent new asset. Annual Depreciation can be calculated by identifying all the capital treatments needed to maintain the asset over its life cycle, therefore annual depreciation will be a measure of what on average needs to be spent year on year to maintain the assets in a steady state.

## **6 Highway Maintenance**

We continue to make more rigorous use of asset management road condition data when prioritising maintenance scheme bids into a works programme and this is at the heart of our additional investment programme for highway assets. Coordinating and programming maintenance work with other programme areas, such as traffic management and casualty reduction schemes to reduce scheme costs remains a focus.

An additional investment of £90m over five years is planned for the maintenance of highway assets. The investment programme will be based on asset data and prioritised on the basis of:

- Contribution to economic growth
- Addressing persistent maintenance problems
- Road safety benefits
- Reduction in local impact, to take account of concerns regarding noise/vibration reduction of heavy lorries, flooding and improved accessibility

The work programme will include the following elements:

- Highway resurfacing and repairs
- Bridge strengthening
- Traffic signal replacement
- Signs and lines improvements
- Footways and cycleways resurfacing

The initial programme for 2012/13 comprises:

- Drought damage repairs in various locations around the fen soil areas of the County, including some major roads and the highest priority minor roads
- Installation of highway drainage including North Ward, Wisbech, to resolve persistent flooding problems/flood risk
- Advancement of the completion of the Nene Quay flood defence scheme, Wisbech.
- Numerous road repair and footway surfacing schemes around the County from a prioritised list
- Refurbishment of traffic signals at priority sites
- Priority bridge repairs and strengthening
- Increased investment in footway and cycleway repairs

The initial programme which is included in the appendixes will be adjusted in response to any emerging scheme development constraints such as land purchase or legal agreements and as detailed scheme costs are established to maintain the work programme within the overall budget.

### Drought Damage

Damage to our roads due to the ongoing drought conditions has been considerable, especially roads on fen soils. It is estimated that the full value of the damage to all of our roads is in excess of £30m. This issue is a common concern with a number of our neighbouring authorities and coordinated efforts are being made to identify the most appropriate means of addressing this problem, as well as pressing for additional funds from Government. Because of the extent of drought damage, it is inevitable that funds will be prioritised towards the most important roads, using the criteria defined above. Therefore, with some roads, especially those with low levels of traffic, it will not be possible to maintain the same levels of service as on our more important roads. Similarly to our neighbouring authorities we have now put in a bid of £9.9m to government to repair the most significant damage identified above.

## **7 Traffic Management Act 2004**

The Traffic Management Act 2004 provides Highway Authorities with more powers to manage the highway network, minimise disruption (particularly in the field of Street Works coordination) and to expedite the movement of traffic. The overall objective is to maintain consistent and reliable journey times.

We have commenced implementation of an Intelligent Transport Systems strategy to assist the Traffic Managers team in managing congestion and to provide information to enable the public to make informed travel choices.

The first stage of the Integrated Highway Management Centre and initial associated on-street infrastructure was implemented from mid 2010 onwards. The second stage, involving going live with dissemination of real time traffic and travel information, commenced in the early summer of 2011. Current funding only permits the centre to operate from 0700hrs to 1600hrs on weekdays only. Plans are being developed to move to 0700hrs to 1900hrs operations seven days/week during 2012.

The on-street coverage of Real Time Passenger Information (RTPI) infrastructure continues to grow Countywide providing information and reassurance for bus users in urban and rural areas. All buses used by the principal operators in the County are now fully fitted with RTPI equipment.

## **8 Bridge Management**

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

## **9 Cycleways**

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

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

Between 2008 and 2011 the County Council, in partnership with Cambridge City Council and South Cambridgeshire District Council (SCDC), was successful in becoming one of Cycling England's Cycling Towns. By combining new and improved infrastructure with promotional activity the mode share for cycling increased from 18% to 21%. In a bid to continue this work a successful bid for European funding was made, and so the work now continues on a smaller scale under the banner of 'Bike Friendly Cities', which includes collaborative projects with European partners as well as our own sub projects.

Bike Friendly Cities includes a number of events for 2012 including a day of mass participation bike rides on 8 July when the Olympic torch is in Cambridgeshire. The event is being delivered in partnership with the Cambridge News, and will be called the Cambridge News Big Bike Ride.

## 10 Public Rights of Way

### General

Building on training funded by Natural England in 2011/12, we will continue to develop the skills and capacity of our Parish Path volunteers. Changes will be made to increase accountability and to better reflect the aspirations of our partners in South Cambs. Involving over 80 Parishes, the Parish Paths Partnership Scheme continues to deliver value for money in accordance with the Council's Localism agenda.

The Local Access Forum (LAF), statutory advisors to the County Council on rights of way and access issues, will be focusing their efforts over the next 12 months on the emerging Local Nature Partnership, health and economic development opportunities and networking with other LAFs across the region.

The externally funded economic regeneration Green Fen Way Project (based on recreational route development and promotion in the Fens) is now in its final year. Efforts this year will focus on promoting the newly improved routes in order to increase visitor spend and support for local businesses in the project area.

We continue to develop plans to ensure public rights of way are properly accommodated and, where appropriate, enhanced. The resources required have to be offset against the cost of rectifying problems after they have arisen.

Ongoing work on electronic provision of information will remain a priority. Previous budget reductions have resulted in reduced capacity, the most significant impact being on Web development. However, the roll-out of handheld devices to officers working in the field should yield some efficiencies in both time and mileage.

### Definitive Map and Records Management.

Work will continue to improve the quality of the Definitive Map and Statement with the aim of producing a new Consolidated Map and Statement by the end of the year. This will mark the end of a ten year programme and will result in significant efficiency savings for the authority and its partners.

We will also continue our well-received work with landowners, parishes and other partners to make changes to the path network that better meet the modern needs of local communities.

### Path Management

Schemes to improve access to the network with associated health benefits will continue, as will improvements to routes that provide access to local services. Priority will be given to surveying and replacing failed structures, especially bridges where the number of failures is rising as part of the natural life cycle.

Funding has been allocated to implement any changes resulting from the ten year review of regulated byways. The draft review has highlighted

opportunities to achieve more efficient and effective management of byways across the County.

## **11 Smarter Choices**

One third of Cambridgeshire's CO<sub>2</sub> emissions are from transport. Modal shift away from single occupancy car use has an important role to play in reducing emissions and therefore implementation and promotion of 'Smarter Choices' is fundamental.

Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and residential travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.

Projects and promotions include CamShare (the online car sharing facility open to all Cambridgeshire residents), WalkIt (an online walking journey planner), securing residential travel plans through the planning process, and subsidising adult cycle training.

Our Travel for Work Partnership who work with employers across Cambridgeshire to implement travel plans and encourage take up sustainable modes for commuter and business travel.

## **12 Street Lighting PFI**

The street lighting PFI project commenced on 1 July 2011, and will provide about 50,000 new cost effective street lighting columns by the end of June 2016. The new lights will deliver safer and more modern lighting with white light, which gives improved colour recognition compared to the present orange lights. Residential road lighting is replaced upon a like for like basis with columns being located within about three metres of the old ones.

As part of the procurement process, and following the comprehensive spending review, Government required a reduction in the size of the Cambridgeshire project which has resulted in an overall reduction of about 10% in the numbers of street lighting columns. This has a slightly greater impact upon residential routes, and is somewhat off set by the white light source and the new columns being a greater height than the existing.

The new output specification also provides for the dimming of lights over night when roads and pedestrian numbers are lower. There is also a central management system which will pick up lights out, day burners and allows for additional dimming of street lighting lanterns and could, if desired be centrally switching off.

The project includes the replacement of illuminated road signs and illuminated bollards, where the signs lanterns will be changed to LED lighting and the bollards, to solar bollards.

We are working with Cambridge City Council and the District Councils to ensure that heritage, conservation and community safety issues are considered as part of this programme.

### **13 Minor Highway Improvement Schemes**

Minor highway improvement schemes, will continue to be delivered through the year to allow local highway needs to be addressed. This will be done in partnership with local members, Parish Councils and local community groups.

### **14 Market Towns**

The implementation of the Market Town Transport Strategies will continue. Schemes to be delivered this year will be focused on one or more of the following areas:

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

Work will continue on updating the transport strategies in light of emerging development proposals.

### **15 Sustainable School Transport**

This work will focus on supporting schools to achieve a shift towards more sustainable forms of transport utilised by parents and guardians. Working with schools on a cluster basis will be encouraged to make greater use of the reduced budget now available.

### **16 Pedestrian Crossings**

Subject to policy requirements pedestrian crossings may be funded from capital budgets at sites where there is a history of pedestrian and cycle crossing injury accidents, if considered a priority.

### **17 Road Safety**

Priorities include:

- Identifying, developing and delivering a multi disciplinary approach to casualty reduction involving education, engineering and enforcement activities in pursuance of targets for fatal and serious injury casualty reduction
- Encouraging businesses and employers to implement appropriate policies and procedures for managing the safety of their staff, whilst travelling for work
- Working in partnership with the Police and other strategic agencies via the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP)
- Reducing child road casualties, with particular emphasis on issues of social disadvantage

- The use of fixed and mobile safety camera sites
- Targeting road safety interventions at those collision sites that will give the highest casualty reduction in line with recognised best practice.

## **18 Traffic Signals**

Priority issues are:

- Maintaining existing traffic signals which have been installed to reduce accidents, to implement bus priority and to improve facilities and safety for all road users especially cyclists and pedestrians (including those with disabilities);
- Maintaining, operating and developing existing and new traffic signal related systems to ensure the expeditious movement of traffic on the network;
- Increasing the proportion of pedestrian crossings with facilities for the disabled;
- Addressing the need to replace older and obsolete traffic signal installations. The number of installations older than the minimum design life of 15 years has increased further this year to 75 out of 349 installations. Without refurbishing the asset this figure would increase on average by 18 installations per year over the next five years. The problem will become increasingly severe as in the financial year 2001/02, 26 new sites were installed. The current annual rate of replacement (subject to continued funding) is around nine installations per year.
- Ensuring new traffic signal installations (designed internally and externally) encompass the County Council's objectives and comply with current standards both national and local.

## **19 Data and Information**

Priority issues are:

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

## **20 Cambridge Access Strategy**

Work on the Cambridge Access Strategy will focus on developing the Cambridge Area Transport Strategy and will include:

- Developing and improving the use of sustainable transport and demand management measures in the Core Area.
- Developing demand management measures including the potential to extend the principles of the Cambridge Core Traffic Scheme to other areas;

- Developing increased City Centre bus stop and interchange capacity;
- Improving access especially by bus to Cambridge and along the key corridors serving the city.

## 21 **Parking**

Further work will be undertaken to upgrade on-street parking assets in Cambridge and the market towns. On-street parking charges will be reviewed to ensure that income exceeds operational costs to allow any surpluses to be reinvested in highway measures.

## 22 **Asset Management - The Cambridgeshire Road Network**

### Road Network

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

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

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

### Rights of Way

Footpaths	2267km
Bridleway	541km
Byway	402km

### Bridge Structures

Road bridges	1500
Rights of way bridges	2200

### Street Lighting Columns

County Council total	55221
Illuminated Signs	4053
Illuminated Bollards	2406

### Traffic Signals & Systems

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

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

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## 23 Economy, Transport & Environment Capital Programme 2012/2013

<b>Scheme</b>	<b>Capital Programme 2011/2012 £</b>	<b>Capital Programme 2012/2013 £</b>
<b>Integrated Transport</b>		
Accessibility	31,000	34,000
Air Quality Monitoring	15,000	16,000
Bus Priority Measures - Huntingdon	50,000	55,000
Cambridge Access Strategy	180,000	197,000
Parking Management	200,000	100,000
Cycleway Improvements	120,000	131,000
Jointly Funded Minor Improvements	200,000	219,000
Major Roadworks	90,000	98,000
Major Scheme Development	100,000	109,000
Market Town Strategy Schemes	500,000	1,094,000
New Footpaths/Rural Pedestrian Improvements	50,000	55,000
Safety Schemes	250,000	356,000
HCV Management	40,000	60,000
Sustainable Traffic Management	110,000	180,000
Strategy Development	100,000	109,000
The Busway	1,000,000	1,000,000
Other Integrated Transport Schemes	676,000	246,000
<b>Total Integrated Transport</b>	<b>3,712,000</b>	<b>4,059,000</b>
<b>Operating the Network</b>		
Carriageway & Footway Maintenance incl Cycle Paths	7,161,000	7,051,000
Rights of Way	140,000	140,000
Street Lighting	140,000	140,000
Strengthening of Bridges to carry 40 tonne loading	2,448,000	2,448,000
Traffic Signal Replacement	600,000	600,000
Smarter Travel Management - Int Highways Man Centre	179,000	179,000
Smarter Travel Management - Real Time Bus information	137,000	137,000
<b>Total Operating the Network</b>	<b>10,805,000</b>	<b>10,695,000</b>
<b>Infrastructure Management &amp; Operations</b>		
Highway Maintenance (CCN)	1,103,000	-
Additional Highways Maintenance	-	15,000,000
Road and Footway Improvements	2,339,000	2,626,000
Winter Maintenance	150,000	-
Safety Schemes	300,000	-
<b>Total Infrastructure Management &amp; Operations</b>	<b>3,892,000</b>	<b>17,626,000</b>
<b>Strategy &amp; Development</b>		
Ely Crossing	-	300,000
Chesterton Station	-	1,100,000
Guided Busway	3,190,000	1,005,000
<b>Total Strategy &amp; Development</b>	<b>3,190,000</b>	<b>2,405,000</b>
<b>Total for Network Service Plan</b>	<b>21,599,000</b>	<b>34,785,000</b>

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## 24 Economy, Transport & Environment Works Programme 2012/2013

		Budget £	3rd Party £	Total £
Air Quality	Countywide	16,000		16,000
		16,000		16,000
Bus Priority	Huntingdonshire	55,000		55,000
		55,000		55,000
Cambridge Access Strategy	Cambridge	197,000	497,000	694,000
		197,000	497,000	694,000
Jointly Funded Minor Improvements	East Fenland Huntingdonshire South	55,000		55,000
		55,000		55,000
		55,000		55,000
		55,000		55,000
		220,000		220,000
Market Towns	East Fenland Huntingdonshire Countywide	330,000		330,000
		178,000		178,000
		536,000	1,039,000	1,575,000
		50,000		50,000
		1,094,000	1,039,000	2,133,000
Integrated Transport	Countywide	2,423,000		2,423,000
		2,423,000		2,423,000
Traffic Systems and Signals	Cambridge Fenland Huntingdonshire	445,000		445,000
		610,000		610,000
		295,000		295,000
		1,350,000		1,350,000
Strategy & Development	Countywide	2,405,000		2,405,000
		2,405,000		2,405,000
Smarter Travel Management	Countywide	316,000		316,000
		316,000		316,000
Street Lighting	Countywide	140,000		140,000
		140,000		140,000
Rights of Way	Huntingdonshire South Countywide	24,500		24,500
		41,500		41,500
		129,000		129,000
		195,000		195,000
Bridges Assessment Strengthening and Maintenance	East Fenland Huntingdonshire South Countywide	250,000		250,000
		1,300,000		1,300,000
		1,248,000		1,248,000
		550,000		550,000
		1,350,000		1,350,000
		4,698,000		4,698,000
Highway Maintenance	Cambridge East Fenland Huntingdonshire South Countywide	2,925,000		2,925,000
		150,000		150,000
		3,480,000		3,480,000
		2,635,000		2,635,000
		2,130,000		2,130,000
		9,019,705		9,019,705
		20,339,705		20,339,705
Infrastructure Management & Operations	Countywide	1,336,295		1,336,295
		1,336,295		1,336,295
Total		34,785,000	1,536,000	36,321,000

**FINAL DRAFT**

Cambridge  
City



## Cambridge City Works Programme 2012/2013

### CAMBRIDGE ACCESS STRATEGY

Sch No	Parish/Town	Road	Works	Budget £	3rd party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Cambridge	Ring road and radial routes	Parking management	125,000		125,000	125,000	Qtr 3	Karen Lunn
2	Cambridge	Core area	Signing improvements	47,000		47,000	172,000	Qtr 3	Karen Lunn
3	Cambridge	Newmarket Road/Barnwell Road roundabout	Queue management measures		60,000	60,000	232,000	Qtr 3	David Lines
4	Cambridge	Ring road and radial routes	Signing improvements		90,000	90,000	322,000	Qtr 4	David Lines
5	Cambridge	Tenison Road area	Taffic management measures		250,000	250,000	572,000	Qtr 3	Karen Lunn
6	Cambridge	Fitzroy Street area	Cycle and pedestrian measures		12,000	12,000	584,000	Qtr 1	Graham Taylor
7	Cambridge	Riverside to Orchard Park	Cycling improvements		85,000	85,000	669,000	Qtr 3	Graham Taylor
8	Cambridge	Various	Minor Improvements	25,000		25,000	694,000	Qtr 3	Graham Taylor
<b>Total</b>				<b>£197,000</b>	<b>£497,000</b>		<b>£694,000</b>		

### TRAFFIC SYSTEMS AND SIGNALS

Sch No	Parish/Town	Road	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Cambridge	East Road/St Matthew's Street	Refurbish traffic signal junction	310,000	310,000	Qtr 1-4	Richard Ling
2	Cambridge	Regent Street near University Arms	Refurbish traffic signal junction	75,000	385,000	Qtr 1-4	Richard Ling
3	Cambridge	Hills Road near Glisson Road	Refurbish traffic signal crossing	60,000	445,000	Qtr 1-4	Richard Ling
<b>Total</b>					<b>£445,000</b>		

## HIGHWAY MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	A1134	Cambridge	Brooks Road (Sainsbury's roundabout to Brookfields)	Carriageway repairs	100,000	100,000	Qtr 2	Michael Oakman
2	A1134	Cambridge	Elizabeth Way	Carriageway repairs	100,000	200,000	Qtr 3	Michael Oakman
3	A1134	Cambridge	Elizabeth Way	Footway/Cycleway	50,000	250,000	Qtr 3	Michael Oakman
4	A1134	Cambridge	Newmarket Road (Coldham's Lane to Tesco junction)	Footway	65,000	315,000	Qtr 3	Michael Oakman
5	A1303	Cambridge	Madingley Road (Park & Ride site to M11 Interchange)	Carriageway repairs	200,000	515,000	Qtr 3	Michael Oakman
6	A1303	Cambridge	Northampton Street	Carriageway repairs	100,000	615,000	Qtr 3	Michael Oakman
7	A1304	Cambridge	Hauxton Road (Near Park & Ride)	Carriageway repairs	100,000	715,000	Qtr 3	Michael Oakman
8	A1307	Cambridge	Hills Road (Station Road to Lensfield Road)	Carriageway repairs	350,000	1,065,000	Qtr 4	Michael Oakman
9	A1307	Cambridge	Huntingdon Road	Footway/Cycleway	75,000	1,140,000	Qtr 4	Michael Oakman
10	A1307	Cambridge	Huntingdon Road (Story's Way to Girton College)	Carriageway repairs	350,000	1,490,000	Qtr 4	Michael Oakman
11	A1307	Cambridge	Regent Street (Lensfield Road to Park Terrace)	Carriageway repairs	200,000	1,690,000	Qtr 4	Michael Oakman
12	A603	Cambridge	East Road (Newmarket Road to St Matthew's Street)	Carriageway repairs	350,000	2,040,000	Qtr 3	Michael Oakman
13	A603	Cambridge	Gonville Place/Parkside	Footway	70,000	2,110,000	Qtr 1-4	Michael Oakman
14	B1047	Cambridge	Ditton Lane (Dudley Road to Newmarket Road)	Footway	150,000	2,260,000	Qtr 2	Michael Oakman
15	B1047	Cambridge	Ditton Lane-Sections from Thorpe to Newmarket Road	Carriageway repairs	80,000	2,340,000	Qtr 1-4	Michael Oakman
16	B1049	Cambridge	Histon Road (Akeman Street to Victoria Road)	Footway	100,000	2,440,000	Qtr 2	Michael Oakman
17	C201	Cambridge	Church Lane	Carriageway repairs	55,000	2,495,000	Qtr 2	Michael Oakman
18	C235	Cambridge	Cherry Hinton Road (Rock Road to Hills Road)	Carriageway repairs	50,000	2,545,000	Qtr 2	Michael Oakman
19	C286	Cambridge	Kings Hedges Road	Footway/Cycleway	120,000	2,665,000	Qtr 3	Michael Oakman
20	C289	Cambridge	Gilbert Road (South section)	Footway	200,000	2,865,000	Qtr 4	Michael Oakman
21	Unc	Cambridge	Malvern Road, Cherry Hinton	Footway	60,000	2,925,000	Qtr 3	Michael Oakman
<b>Total</b>						<b>£2,925,000</b>		

## SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Cambridge	Queen Ediths Way	Surface dressing	Mid May to end July	Michael Oakman
2	Cambridge	Fulbourn Rd Cherry Hinton Rd to roundabout	Surface dressing	Mid May to end July	Michael Oakman
3	Cambridge	Babraham Rd Hills Rd to Lime Kiln Rd	Surface dressing	Mid May to end July	Michael Oakman
4	Cambridge	Eltisley Avenue	Surface dressing	Mid May to end July	Michael Oakman
5	Cambridge	Kinross Road	Surface dressing	Mid May to end July	Michael Oakman
6	Cambridge	Edinburgh Road	Surface dressing	Mid May to end July	Michael Oakman
7	Cambridge	Church Street	Surface dressing	Mid May to end July	Michael Oakman
8	Cambridge	Union Lane	Surface dressing	Mid May to end July	Michael Oakman
9	Cambridge	Lammas Lane	Surface dressing	Mid May to end July	Michael Oakman
10	Cambridge	Cowley Road	Surface dressing	Mid May to end July	Michael Oakman
11	Cambridge	Eachard Road	Surface dressing	Mid May to end July	Michael Oakman

East  
Cambs



## East Cambs Works Programme 2012/2013

### JOINTLY FUNDED MINOR IMPROVEMENTS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Various	Various	Jointly funded minor improvements	55,000		55,000	55,000	Qtr 2-4	John Richards
<b>Total</b>				<b>£55,000</b>	<b>£0</b>		<b>£55,000</b>		

### MARKET TOWNS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Ely	A142 Lancaster Way roundabout	Safety improvements	250,000		250,000	250,000	Qtr 3	Kevin Hall
2	Ely	Various	Real Time Passenger Information system extension	20,000		20,000	270,000	Qtr 3	Kevin Hall
3	Ely	Various	Bus stop enhancements	20,000		20,000	290,000	Qtr 2	Kevin Hall
4	Ely	Various	Pedestrian access improvements	20,000		20,000	310,000	Qtr 3	Kevin Hall
5	Ely	Various	Cycle access improvements	20,000		20,000	330,000	Qtr 3	Kevin Hall
<b>Total</b>				<b>£330,000</b>	<b>£0</b>		<b>£330,000</b>		

### BRIDGES: ASSESSMENT STRENGTHENING AND MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	B1382	Prickwillow	Prickwillow Bridge	Half joints requiring repairing/removing	250,000	250,000	Qtr 4	Gareth Guest
<b>Total</b>						<b>£250,000</b>		

### HIGHWAY MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Unc	Littleport	Fen Drove	Carriageway repairs	90,000	90,000	Qtr 2	Graham Mallott
2	Unc	Ely	Mayfield Close	Footway	60,000	150,000	Qtr 1-2	Graham Mallott
<b>Total</b>						<b>£150,000</b>		

# **SURFACE DRESSING AND MICRO ASPHALT PROGRAMME**

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	Ashley	High Street	Surface dressing	Mid May to end July	Graham Mallott
2	Burwell	Reach Road	Surface dressing	Mid May to end July	Graham Mallott
3	Burwell	Westhorpe	Surface dressing	Mid May to end July	Graham Mallott
4	Haddenham	New Town Road	Surface dressing	Mid May to end July	Graham Mallott
5	Haddenham	Perry Close	Surface dressing	Mid May to end July	Graham Mallott
6	Little Downham	Downham Common	Surface dressing	Mid May to end July	Graham Mallott
7	Little Downham	Short Drove	Surface dressing	Mid May to end July	Graham Mallott
8	Littleport	Hempfield Place	Surface dressing	Mid May to end July	Graham Mallott
9	Littleport	The Crescent	Surface dressing	Mid May to end July	Graham Mallott
10	Lode	Fen Road	Surface dressing	Mid May to end July	Graham Mallott
11	Soham	Barway Road	Surface dressing	Mid May to end July	Graham Mallott
12	Soham	The Birches	Surface dressing	Mid May to end July	Graham Mallott
13	Stretham	Cambridge Road/Ely Road	Surface dressing	Mid May to end July	Graham Mallott
14	Stretham	Ely Road/High Street	Surface dressing	Mid May to end July	Graham Mallott
15	Sutton	Hillside	Surface dressing	Mid May to end July	Graham Mallott
16	Sutton Gault	Bedinghams Drove	Surface dressing	Mid May to end July	Graham Mallott
17	Sutton Gault	The Causeway	Surface dressing	Mid May to end July	Graham Mallott
18	Swaffham Prior	Station Road	Surface dressing	Mid May to end July	Graham Mallott
19	Wilburton	Littlefield Close	Surface dressing	Mid May to end July	Graham Mallott
20	Witchford	Common Road	Surface dressing	Mid May to end July	Graham Mallott
21	Witchford	Main Street	Surface dressing	Mid May to end July	Graham Mallott

Fenland



## Fenland Works Programme 2012/2013

### JOINTLY FUNDED MINOR IMPROVEMENTS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Various	Various	Jointly funded minor improvements	55,000		55,000	55,000	Qtr 2-4	John Richards
<b>Total</b>				<b>£55,000</b>	<b>£0</b>		<b>£55,000</b>		

### MARKET TOWNS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Wisbech	Market Place	Street management measures	25,000		25,000	25,000	Qtr 3	Peter Vale
2	Wisbech	Cromwell Road	Cycleway improvement	50,000		50,000	75,000	Qtr 4	Amanda Hill
3	Chatteris	St Martins Road	Footway improvements	63,000		63,000	138,000	Qtr 2	Matt Pickering
4	Chatteris	Wood Street	Lighting improvements	40,000		40,000	178,000	Qtr 2	Street Lighting Team
<b>Total</b>				<b>£178,000</b>	<b>£0</b>		<b>£178,000</b>		

### TRAFFIC SYSTEMS AND SIGNALS

Sch No	Parish/Town	Road	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Wisbech	Churchill Road/Weasenham Lane junction	Refurbish traffic signal junction	500,000	500,000	Qtr 1-4	Richard Ling
2	Whittlesey	West End	Refurbish traffic signal crossing	55,000	555,000	Qtr 1-4	Richard Ling
3	Whittlesey	Whitmore Street	Refurbish traffic signal crossing	55,000	610,000	Qtr 1-4	Richard Ling
<b>Total</b>					<b>£610,000</b>		

### BRIDGES: ASSESSMENT STRENGTHENING AND MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	B198	Wisbech	Nene Quay	Flood retaining wall	1,000,000	1,000,000	Qtr 2	Gareth Guest
2	B1098	Christchurch	Bedlam Bridge	Parapets	150,000	1,150,000	Qtr 4	Gareth Guest
3	A141	March	Hobb's Lot Bridge	Parapets	150,000	1,300,000	Qtr 4	Gareth Guest
<b>Total</b>						<b>£1,300,000</b>		

# HIGHWAY MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Unc	Chatteris	Green Park	Footway	150,000	150,000	Qtr 2-3	Graham Mallott
2	Unc	Chatteris	Woodside	Footway	30,000	180,000	Qtr 1	Graham Mallott
3	B1101	Elm	Main Road (in vicinity of Church)	Carriageway repairs	50,000	230,000	Qtr 2	Graham Mallott
4	C35	Elm	Graysmoor Drove and Station Road	Carriageway repairs	45,000	275,000	Qtr 2	Graham Mallott
5	C13	Gorefield	Marshalls Bank	Carriageway repairs	80,000	355,000	Qtr 3	Graham Mallott
6	A141	March	Ireton's Way and Wisbech Road (Gaul Road to Granford Road)	Carriageway repairs	1,500,000	1,855,000	Qtr 3-4	Graham Mallott
7	B1101	March	Elm Road (Level crossing to Long Hill)	Footway	50,000	1,905,000	Qtr 3-4	Graham Mallott
8	C80	March	Coleseed Road	Carriageway repairs	50,000	1,955,000	Qtr 2	Graham Mallott
9	Unc	March	Badgeney Road (Elwyn Road to Grounds Avenue)	Footway	65,000	2,020,000	Qtr 3-4	Graham Mallott
10	Unc	March	Birchwood Avenue	Footway	30,000	2,050,000	Qtr 3	Graham Mallott
11	Unc	March	Butt Avenue	Footway	30,000	2,080,000	Qtr 3	Graham Mallott
12	Unc	March	Gas Road	Carriageway repairs	40,000	2,120,000	Qtr 2	Graham Mallott
13	Unc	March	Grounds Avenue	Footway	85,000	2,205,000	Qtr 2-3	Graham Mallott
14	Various	March	Town Centre	Footway	150,000	2,355,000	Qtr 3-4	Graham Mallott
15	B1040	Whittlesey	Orchard Street and Delph	Carriageway repairs	35,000	2,390,000	Qtr 2	Graham Mallott
16	B1093	Whittlesey	Station Road (Town Centre to level crossing)	Footway	40,000	2,430,000	Qtr 3-4	Graham Mallott
17	A1101	Wisbech	North End/Sutton Road	Carriageway repairs	1,000,000	3,430,000	Qtr 3-4	Graham Mallott
18	Unc	Wisbech	Silver Street/Bedford Street	Carriageway repairs	50,000	3,480,000	Qtr 4	Graham Mallott
Total						£3,480,000		

**SURFACE DRESSING AND MICRO ASPHALT PROGRAMME**

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	A605	Goosetree	Surface dressing	Mid May to end July	Graham Mallott
2	Benwick	Doddington Road	Surface dressing	Mid May to end July	Graham Mallott
3	Benwick	High Street	Surface dressing	Mid May to end July	Graham Mallott
4	Benwick	Lillyholt Road	Surface dressing	Mid May to end July	Graham Mallott
5	Doddington	Benwick Road	Surface dressing	Mid May to end July	Graham Mallott
6	Elm	Graysmoor Drove	Surface dressing	Mid May to end July	Graham Mallott
7	Leverington	Dowgate Road	Surface dressing	Mid May to end July	Graham Mallott
8	Murrow	Front Road	Surface dressing	Mid May to end July	Graham Mallott
9	Stonea	Sixteen Foot Road	Surface dressing	Mid May to end July	Graham Mallott
10	Stretham	Cambridge Rd/Ely Rd	Surface dressing	Mid May to end July	Graham Mallott
11	Whittlesey	Chestnut Crescent	Surface dressing	Mid May to end July	Graham Mallott
12	Whittlesey	Cross Road	Surface dressing	Mid May to end July	Graham Mallott
13	Whittlesey	Duckworth Close	Surface dressing	Mid May to end July	Graham Mallott
14	Whittlesey	West Delph	Surface dressing	Mid May to end July	Graham Mallott
15	Wisbech	Cherry Road	Surface dressing	Mid May to end July	Graham Mallott
16	Wisbech	Cordon Street & Weston Street	Surface dressing	Mid May to end July	Graham Mallott
17	Wisbech	Gaol Street and Chapel Street	Surface dressing	Mid May to end July	Graham Mallott
18	Wisbech	Haley Close	Surface dressing	Mid May to end July	Graham Mallott
19	Wisbech	Hedgelands	Surface dressing	Mid May to end July	Graham Mallott
20	Wisbech	Henson Close	Surface dressing	Mid May to end July	Graham Mallott
21	Wisbech	Kinderley Road	Surface dressing	Mid May to end July	Graham Mallott
22	Wisbech	Milner Road/Prospect Place/Golding Place	Surface dressing	Mid May to end July	Graham Mallott
23	Wisbech	Princes Road	Surface dressing	Mid May to end July	Graham Mallott
24	Wisbech	Richard Young Close	Surface dressing	Mid May to end July	Graham Mallott
25	Wisbech	Sefton Avenue	Surface dressing	Mid May to end July	Graham Mallott
26	Wisbech	West Street	Surface dressing	Mid May to end July	Graham Mallott
27	Wisbech St Mary	Black Drove/High Road	Surface dressing	Mid May to end July	Graham Mallott

FINAL DRAFT

# Huntingdonshire



## Huntingdonshire Works Programme 2012/2013

### BUS PRIORITY MEASURES

Sch No	Parish/Town	Road	Budget £	Cumulative £	Proposed start	Project Manager
1	Huntingdon	Various	55,000	55,000	Qtr 1-4	Bob Menzies
<b>Total</b>				<b>£55,000</b>		

### JOINTLY FUNDED MINOR IMPROVEMENTS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Various	Various	Jointly funded minor improvements	55,000		55,000	55,000	Qtr 2-4	Emma Murden
<b>Total</b>				<b>£55,000</b>	<b>£0</b>		<b>£55,000</b>		

### MARKET TOWNS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	St. Ives	Marley Road	Safety improvements	140,000		140,000	140,000	Qtr 2	Jo Challis
2	St. Ives	Various locations	Cycleway improvements	136,000	84,000	220,000	360,000	Qtr 4	Jo Challis
3	Huntingdon & Godmanchester	Mill Common	Cycleway improvements	60,000	40,000	100,000	460,000	Qtr 4	Sharon Piper
4	Huntingdon & Godmanchester	Hartford Road	Cycleway improvements	75,000		75,000	535,000	Qtr 3	Sharon Piper
5	Huntingdon & Godmanchester	Route 6 (Sapley to Town centre)	Cycleway improvements		200,000	200,000	735,000	Qtr 4	Sharon Piper
6	St. Neots	Hen Brook	Cycleway improvements		265,000	265,000	1,000,000	Qtr 2	Sharon Piper
7	St. Neots	Various locations	Traffic signal system		450,000	450,000	1,450,000	Qtr 3	Sharon Piper
8	St. Neots	Route 6/7 (Eatons, Little Paxton)	Cycleway improvements	75,000		75,000	1,525,000	Qtr 4	Sharon Piper
9	Ramsey	High Street	Safety improvements	50,000		50,000	1,575,000	Qtr 4	Jo Challis
<b>Total</b>				<b>£536,000</b>	<b>£1,039,000</b>		<b>£1,575,000</b>		

### TRAFFIC SYSTEMS AND SIGNALS

Sch No	Parish/Town	Road	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Huntingdon	Ermine Street/St Peter's Road	Refurbish traffic signal junction (Year 1 of 2)	250,000	250,000	Qtr 1-4	Richard Ling
2	Godmanchester	The Avenue	Refurbish traffic signal crossing	45,000	295,000	Qtr 1-4	Richard Ling
<b>Total</b>					<b>£295,000</b>		

**RIGHTS OF WAY**

Sch No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Spaldwick		Replace missing bridge	5,000	5,000	Qtr 1	Peter Duthie
2	Elton	Footpath 25	Repairs to stepping stones	5,000	10,000	Qtr 1	Peter Duthie
3	Colne	Footpath 1	Remedy bank slippage	1,500	11,500	Qtr 1	Peter Duthie
4	Little Paxton	Footpath 5	Surfacing with plainings	3,000	14,500	Qtr 2	Peter Duthie
5	Holywell	Footpath 1 - Manchester Arms to Harrison Way	Surfacing with plainings	7,000	21,500	Qtr 2	Peter Duthie
6	Bury	Behind sheltered Housing	Surfacing with plainings	3,000	24,500	Qtr 2	Peter Duthie
<b>Total</b>					<b>£24,500</b>		

**BRIDGES: ASSESSMENT STRENGTHENING AND MAINTENANCE**

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	A1123	Earith	Earith Bridge (A1123)	Repairs	250,000	250,000	Qtr 4	Gareth Guest
2	C88	Farcet	Main Street Bridge	Repairs	550,000	800,000	Qtr 4	Stephen McGee
3	C121	St Ives	London Road St Ives flood arches	Repairs	448,000	1,248,000	Qtr 1	Stephen McGee
<b>Total</b>						<b>£1,248,000</b>		

**HIGHWAY MAINTENANCE**

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	B661	Great Staughton	West Perry	Carriageway repairs	350,000	350,000	Qtr 1-4	Richard Kingston
2	A605	Haddon/Elton	A1 services to Elton	Carriageway repairs	500,000	850,000	Qtr 1-4	Richard Kingston
3	A141	Huntingdon	Spittals Way/Ermine Street roundabout approaches	Carriageway repairs	300,000	1,150,000	Qtr 1-4	Richard Kingston
4	B1514	Huntingdon	Brampton Road and Hinchbrook loop road	Carriageway repairs	350,000	1,500,000	Qtr 1-4	Richard Kingston
5	B1514	Huntingdon	Brookside and St John's Street	Carriageway repairs	150,000	1,650,000	Qtr 1-4	Richard Kingston
6	B1514	Huntingdon	Riverside Road (Hartford Road to Bridge Hotel)	Footway	90,000	1,740,000	Qtr 1-4	Richard Kingston
7	B1515	Huntingdon	California Road/Buttsrove Way (Year 1 of 2)	Carriageway repairs	350,000	2,090,000	Qtr 1-4	Richard Kingston
8	Unc	St Ives	Kings Hedges	Footway	95,000	2,185,000	Qtr 1-4	Richard Kingston
9	A15	Yaxley	Monument to Village	Footway	250,000	2,435,000	Qtr 1-4	Richard Kingston
10	B1091	Yaxley/Farcet	Broadway	Carriageway repairs	200,000	2,635,000	Qtr 1-4	Richard Kingston
<b>Total</b>						<b>£2,635,000</b>		

# **SURFACE DRESSING AND MICRO ASPHALT PROGRAMME**

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	A141	Wyton to Oldhurst	Surface dressing	Mid May to end July	Richard Kingston
2	Gt Paxton	Paxton Hill	Surface dressing	Mid May to end July	Richard Kingston
3	Gt Staughton	Beachampstead Rd Est	Surface dressing	Mid May to end July	Richard Kingston
4	Huntingdon	Hinchingbrooke Park Road	Surface dressing	Mid May to end July	Richard Kingston
5	Huntingdon	Northern Bypass	Surface dressing	Mid May to end July	Richard Kingston
6	Huntingdon	Northern Bypass	Surface dressing	Mid May to end July	Richard Kingston
7	Huntingdon	St Peters Rd	Surface dressing	Mid May to end July	Richard Kingston
8	Needingworth	Ashton Close estate	Surface dressing	Mid May to end July	Richard Kingston
9	Needingworth	Bluntisham Road	Surface dressing	Mid May to end July	Richard Kingston
10	Offord	High Street	Surface dressing	Mid May to end July	Richard Kingston
11	Perry	Perry Road	Surface dressing	Mid May to end July	Richard Kingston
12	Ramsey	Bodsey Toll Road	Surface dressing	Mid May to end July	Richard Kingston
13	Sawtry	Old Great North Road	Surface dressing	Mid May to end July	Richard Kingston
14	St Ives	Somersham Road	Surface dressing	Mid May to end July	Richard Kingston
15	St Neots	Priory Hill/Hawkesden/Station Rd	Surface dressing	Mid May to end July	Richard Kingston
16	St Neots	The Common	Surface dressing	Mid May to end July	Richard Kingston
17	Warboys	High Street	Surface dressing	Mid May to end July	Richard Kingston
18	Waresley	St Ives Rd/Eltisley Rd	Surface dressing	Mid May to end July	Richard Kingston
19	Woodwalton	Woodwalton Hill	Surface dressing	Mid May to end July	Richard Kingston
20	Wyton	Oldhurst Road	Surface dressing	Mid May to end July	Richard Kingston

**FINAL DRAFT**

South  
Cambs



## South Cambs Works Programme 2012/2013

### JOINTLY FUNDED MINOR IMPROVEMENTS

Sch No	Parish/Town	Road	Works	Budget £	3rd Party £	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Various	Various	Jointly funded minor improvements	55,000		55,000	55,000	Qtr 2-4	Brian Stinton
<b>Total</b>				<b>£55,000</b>	<b>£0</b>		<b>£55,000</b>		

### RIGHTS OF WAY

Sch No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Fen Drayton	Bridleway 6	Replace bridge 0084	7,000	7,000	Qtr 1	Peter Duthie
2	Guilden Morden	Byway 51	Surfacing	10,000	17,000	Qtr 2	Peter Duthie
3	Dry Drayton	Bridleway 1	Surface, vegn and drainage (part of bigger scheme)	6,500	23,500	Qtr 2	Peter Duthie
4	Castle Camps	Bridleway 30	Surfacing with plainings 350m	8,000	31,500	Qtr 2	Peter Duthie
5	Barton	Bridleway 11	Surfacing with plainings	10,000	41,500	Qtr 2	Peter Duthie
<b>Total</b>					<b>£41,500</b>		

### BRIDGES: ASSESSMENT STRENGTHENING AND MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	C210	Waterbeach	Clayhythe Bridge	Repairs	200,000	200,000	Qtr 3	Robert Mulundika
2	B1050	Willingham	Cut and Engine Bridges	Repairs	350,000	550,000	Qtr 4	Robert Mulundika
<b>Total</b>						<b>£550,000</b>		

## HIGHWAY MAINTENANCE

Sch No	Road No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Unc	Bar Hill	Ring Road (A14 roundabout to Tesco roundabout)	Carriageway repairs	100,000	100,000	Qtr 3	Michael Oakman
2	Unc	Barton	High Street	Footway	85,000	185,000	Qtr 3	Michael Oakman
3	B1046	Comberton	Barton Road	Footway	60,000	245,000	Qtr 3	Michael Oakman
4	Unc	Great Shelford	Stonehill Road	Carriageway repairs	45,000	290,000	Qtr 2	Michael Oakman
5	A1307	Linton	Linton Bypass (Hadstock turn to service station)	Carriageway repairs	150,000	440,000	Qtr 2	Michael Oakman
6	B1046	Longstowe	High Street	Footway	70,000	510,000	Qtr 3	Michael Oakman
7	C268	Orwell	Fishers Lane (A603 to Town Green Road)	Footway	70,000	580,000	Qtr 3	Michael Oakman
8	C231	Teversham	High Street (Village Centre) (Year 1 of 2)	Footway	120,000	700,000	Qtr 4	Michael Oakman
9	A10	Various	Waterbeach to Milton	Carriageway repairs	300,000	1,000,000	Qtr 4	Michael Oakman
10	A505	Various	Sections between A11 and M11	Carriageway repairs	300,000	1,300,000	Qtr 3	Michael Oakman
11	C211	Waterbeach	Station Road (Church to level crossing)	Carriageway repairs	100,000	1,400,000	Qtr 3	Michael Oakman
12	C211	Waterbeach	Station Road (Church to level crossing)	Footway	100,000	1,500,000	Qtr 3	Michael Oakman
13	Unc	Waterbeach	Capper Road Estate	Carriageway repairs	130,000	1,630,000	Qtr 3	Michael Oakman
14	B1050	Willingham	Shelford Road (Year 1 of 2)	Carriageway repairs	500,000	2,130,000	Qtr 4	Michael Oakman
<b>Total</b>						<b>£2,130,000</b>		

## SURFACE DRESSING AND MICRO ASPHALT PROGRAMME

Sch No	Parish/Town	Road	Treatment	Work undertaken	Project Manager
1	A1301	Stumps Cross to Gt Shelford	Surface dressing	Mid May to end July	Michael Oakman
2	A603	Orwell Hill to A1198 (contd from last year)	Surface dressing	Mid May to end July	Michael Oakman
3	Lt Wilbraham	Six Mile Bottom Road	Surface dressing	Mid May to end July	Michael Oakman
4	Sawston	Church Lane	Surface dressing	Mid May to end July	Michael Oakman
5	Various	Boxworth to Elsworth	Surface dressing	Mid May to end July	Michael Oakman
6	West Wrating	Six Mile Bottom Road	Surface dressing	Mid May to end July	Michael Oakman

Countywide



## Countywide Works Programme 2012/2013

### AIR QUALITY

Sch No	Proposed for 2011/2012	Scheme details	Estimated £	Cumulative £	Proposed start	Project Manager
1	Web site continuous monitoring	Continuance of City continuous pollutant monitoring on the web	5,000	5,000	Qtr 1-4	Jeremy Smith
2	Air Quality monitoring equipment	Continuance of SCDC monitoring equipment co-located with traffic monitors	3,000	8,000	Qtr 1-4	Jeremy Smith
3	Air Quality monitoring equipment	Continuance of ECDC PM10 monitoring equipment calibration for rural background	2,000	10,000	Qtr 1-4	Jeremy Smith
4	Management Areas	Contribution to measures required for improving air quality in Air Quality Management Areas.	6,000	16,000	Qtr 1-4	Jeremy Smith
<b>Total</b>				<b>£16,000</b>		

### MARKET TOWNS

Sch No	District	Location	Works	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Countrywide	Various	Jointly funded minor improvements	50,000	50,000	Qtr 2-4	Emma Murden/ John Richard
<b>Total</b>					<b>£50,000</b>		

### INTEGRATED TRANSPORT

Sch No	Parish/Town	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countywide	Accessibility	34,000	34,000	Qtr 1-4	Dearbhla Lawson
2	Countywide	Cycleway improvements	131,000	165,000	Qtr 1-4	Bob Menzies
3	Countywide	HCV management	60,000	225,000	Qtr 1-4	Russell De Ville
4	Countywide	Major roadworks	98,000	323,000	Qtr 1-4	Bob Menzies
5	Countywide	Major scheme development	109,000	432,000	Qtr 1-4	Bob Menzies
6	Countywide	Other integrated transport schemes	246,000	678,000	Qtr 1-4	Dearbhla Lawson
7	Countywide	Parking management	100,000	778,000	Qtr 1-4	Richard Preston
8	Countywide	Safety schemes	356,000	1,134,000	Qtr 1-4	Russell De Ville
8	Countywide	Strategy development	109,000	1,243,000	Qtr 1-4	Dearbhla Lawson
9	Countywide	Sustainable traffic management	180,000	1,423,000	Qtr 1-4	Russell De Ville
10	Countywide	The Busway	1,000,000	2,423,000	Qtr 1-4	Bob Menzies
<b>Total</b>				<b>£2,423,000</b>		

### SMARTER TRAVEL MANAGEMENT

Sch No	Parish/Town	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countywide	Int Highways Man Centre	179,000	179,000	Qtr 1-4	Russell De Ville
2	Countywide	Real Time Bus information	137,000	316,000	Qtr 1-4	Russell De Ville
<b>Total</b>				<b>£316,000</b>		

### STRATEGY & DEVELOPMENT

Sch No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countywide	Ely Crossing	Project development	300,000	300,000	Qtr 1-4	Alistair Frost
2	Countywide	Chesterton Station, Cambridge	Project development	1,100,000	1,400,000	Qtr 1-4	Bob Menzies
3	Countywide	Guided Busway	Contingency	1,005,000	2,405,000	Qtr 1-4	Bob Menzies
<b>Total</b>					<b>£2,405,000</b>		

### STREET LIGHTING

Sch No	Parish/Town	Works	Scheme cost £	Cumulative £	Proposed start	Project Manager
1	Countywide	Various	140,000	140,000	Qtr 1-4	Chris Sproston
<b>Total</b>				<b>£140,000</b>		

### RIGHTS OF WAY

Sch No	Parish/Town	Location	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countrywide	Various	Bridges and steps	25,000	25,000	Qtr 1	Peter Duthie
2	Countywide	Various	Byway management	15,000	40,000	Qtr 1	Peter Duthie
3	Countywide	Various	Local path management	15,000	55,000	Qtr 1	Peter Duthie
4	Countywide	Various	Signage and waymarking	10,000	65,000	Qtr 1	Peter Duthie
5	Countywide	Various	TRO gates and signs	5,000	70,000	Qtr 1	Peter Duthie
6	Countywide	Byways - Various	New TRO, barriers and signs	9,000	79,000	Qtr 2	Peter Duthie
7	Countywide	Various	Gaps and gates	10,000	89,000	Qtr 1	Peter Duthie
8	Countywide	Various	Diversions and creations for access improvements	5,000	94,000	Qtr 1	Camilla Haggett
9	Countywide	Various	Contribution to staff costs	35,000	129,000	Qtr 1	Kate Day
<b>Total</b>					<b>£129,000</b>		

#### BRIDGES: ASSESSMENT STRENGTHENING AND MAINTENANCE

Sch No	Parish/Town	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countywide	Design schemes for 2013/14	50,000	50,000	Qtr 2-4	Steve Dighton
2	Countywide	Arch repairs	700,000	750,000	Qtr 2-4	Gareth Guest
3	Countywide	Minor works	600,000	1,350,000	Qtr 1-4	Gareth Guest/ Stephen McGee/ Robert Mulundika

**Total £1,350,000**

#### HIGHWAY MAINTENANCE

Sch No	Parish/Town	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countywide	Drought damage to other significant routes	1,900,000	1,900,000	Qtr 2-4	Graham Mallott
2	Countywide	Surface dressing programme including pre-patching	2,900,000	4,800,000	Qtr 1,2&4	Graham Mallott
3	Countywide	Drainage schemes incuding North Ward, Wisbech	3,000,000	7,800,000	Qtr 2-4	Richard Preston
4	Countywide	Maintenance schemes previously committed	1,219,705	9,019,705	Qtr 1-4	Richard Preston

**Total £9,019,705**

#### INFRASTRUCTURE, MANAGEMENT & OPERATIONS

Sch No	Parish/Town	Works	Budget £	Cumulative £	Proposed start	Project Manager
1	Countywide	Capital management	340,000	340,000	Qtr 1-4	Richard Preston
2	Countywide	Asset management	200,000	540,000	Qtr 1-4	Barry Wylie
3	Countywide	Capital maintenance programme overheads	796,295	1,336,295	Qtr 1-4	Barry Wylie

**Total £1,336,295**

FINAL DRAFT

## 26 Performance Information

Measure	What is good?	Format	Data for period:	Actual	Target	Status	Year End Prediction Status
Road Safety							
People killed or seriously injured in road traffic accidents	Low	Number	2011	337	328	R	R
Children killed or seriously injured in road traffic accidents – 3-yr average	Low	Number	2009-2011 ave	23	22.6	R	R
Pedestrians and cyclists killed or seriously injured in road traffic accidents - 3-yr average	Low	Number	2009-2011 ave	104	95	R	R
Road accident casualties slight injuries	Low	Number	2011	1956	No target – contextual indicator		
Street Lighting							
Streetlights working (as measured by new performance contract)	High	%	To Feb 2012	98.6	97.5	G	A
Road & Footway Maintenance							
% of total length of footpaths and other rights of way which were easy to use by the public	High	%	2011/12	78.8	No target – contextual indicator		
Footways in need of repair	Low	%	2010/11	23.7	30	G	G
Principal roads where maintenance should be considered	Low	%	2011/12	3	5	G	G
Non-principal roads where maintenance should be considered	Low	%	2011/12	7	8	G	G
Condition of unclassified roads	Low	%	2011/12	28	No target – contextual indicator		
Traffic and Travel							
Congestion - average journey time per mile during the morning peak	Low	Minutes	2010/11	3.98	4.1	G	G
Children travelling to school by car	Low	%	2010/11	20.6	21.4	G	G
Winter maintenance							
Number of precautionary salting runs completed	High	Number	2010/11	58	No target – contextual indicator		
Maximum number of secondary salting runs completed	High	Number	2010/11	6	No target – contextual indicator		





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