

# HIGHWAYS AND TRANSPORT COMMITTEE



**Tuesday, 19 January 2021**

**Democratic and Members' Services**  
Fiona McMillan  
Monitoring Officer

**10:00**

Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

## **COVID-19**

During the Covid-19 pandemic Council and Committee meetings will be held virtually for Committee members and for members of the public who wish to participate. These meetings will be held via Zoom and Microsoft Teams (for confidential or exempt items). For more information please contact the clerk for the meeting (details provided below).

## **AGENDA**

**Open to Public and Press**

### **GOVERNANCE ITEMS**

- 1 **Apologies for absence and declarations of interest**  
*Guidance on declaring interests is available at*  
<http://tinyurl.com/ccc-conduct-code>
- 2 **Minutes Highways and Transport Committee - 1st December 2020** **5 - 16**
- 3 **Action Log** **17 - 24**
- 4 **Petitions and Public Questions**

### **KEY DECISIONS**



<b>5</b>	<b>Joint Professional Services Framework</b>	<b>25 - 32</b>
<b>6</b>	<b>Cambridgeshire County Council Commuted Sum Proposals</b>	<b>33 - 38</b>

## **DECISIONS**

<b>7</b>	<b>Local Cycling and Walking Infrastructure Plan</b>	<b>39 - 44</b>
	<b>Appendix - Local Cycling and Walking Infrastructure Plan</b>	<b>45 - 146</b>
<b>8</b>	<b>Utility Company Interface and provision of accurate and timely information relating to Highway Schemes</b>	<b>147 - 154</b>
<b>9</b>	<b>Highways England NMU Report</b> <i>To follow</i>	
<b>10</b>	<b>Finance Monitoring Report</b>	<b>155 - 188</b>
<b>11</b>	<b>Highways and Transport Committee Agenda Plan &amp; Appointments to Outside Bodies</b>	<b>189 - 190</b>
	<b>Exclusion of Press and Public</b> <i>To resolve that the press and public be excluded from the meeting on the grounds that the agenda contains exempt information under Paragraph 5 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed information relating to the financial or business affairs of any particular person (including the authority holding that information)</i>	

The Highways and Transport Committee comprises the following members:

*For more information about this meeting, including access arrangements please contact*

Councillor Ian Bates (Chairman) Councillor Mark Howell (Vice-Chairman) Councillor David Connor Councillor Ryan Fuller Councillor Derek Giles Councillor Lynda Harford Councillor Noel Kavanagh Councillor Simon King Councillor Ian Manning and Councillor Amanda Taylor

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## HIGHWAYS AND TRANSPORT COMMITTEE: MINUTES

Date: 1 December 2020

Time: 10.00am to 11.50am

Present: Councillors I Bates (Chairman), H Batchelor, J French (substituting for Cllr Fuller), L Harford, M Howell (Vice-Chairman), N Kavanagh, S King, I Manning, M Smith (substituting for Cllr Connor) and A Taylor

### 50. Apologies for absence and Declarations of Interest

Apologies were presented on behalf of Councillors Fuller and Connor (Cllrs French and Smith substituting respectively).

There were no declarations of interest.

On behalf of the Committee, the Chairman thanked Rob Sanderson, Democratic Services Officer, for his work supporting the Committee and wished him well in his retirement.

### 51. Minutes – 10<sup>th</sup> November 2020

The minutes of the 10<sup>th</sup> November 2020 were agreed, with the following correction:

Councillor French was not present at the meeting.

### 52. Highways and Transport Committee Action Log

The Committee noted the Action Log

The following points were raised:

Item 45 – Skanska Enhanced Pothole Repair Service – it was confirmed that the meeting had taken place on 26/11/20, and officers were putting together a briefing note. The date of the next meeting would be advised. ACTION REQUIRED

Item 146b - Finance Monitoring Report – noting that there was a report on the LHI Working Group later in the meeting, a Member asked when the report on the LHI bid process would be reported to Committee. It was confirmed that this would be presented to Committee in 2021.

### 53. Petitions and Public Questions

There was one public question which was considered under item 54.



## 54. Chisholm Trail and Abbey Chesterton Bridge Project Status Update

Members considered an update on the programme and cost for the Chisholm Trail project, including Abbey Chesterton Bridge. The report also sought agreement to request additional project funding from the Greater Cambridge Partnership.

The Chisholm Trail was a strategic, predominantly off-road, walking and cycle link between Cambridge and Cambridge North railway stations, which roughly followed the rail route. Officers briefly outlined the history of this flagship investment, and outlined the funding and contract arrangements that had been agreed in 2017. The contract was initially awarded to a joint venture between Carillion and Tarmac Construction. Tarmac Construction continued with the contract following the collapse of Carillion early in 2018. The Abbey Chesterton Bridge and Trail were scheduled for completion in 2021.

Whilst risk allowances had been made in the original plans, these risks had been underestimated, and had been exacerbated by both the collapse of Carillion and the Covid-19 pandemic. An additional budget of £2.063M was required for Phase 1 (Abbey Chesterton Bridge). The intention was to secure this funding through the Greater Cambridge Partnership.

There was one Public Question from Ms De Beaux of Camcycle. The detail of the question and the response are attached at appendix 1 to these minutes. Presentation of the question and response can be found at the Youtube recording: [Highways and Transport Committee - YouTube](#)

The Chairman thanked Ms De Beaux for her question.

Arising from the public question, a Member asked where the information relating to the A14 overspend, referred to by Ms De Beaux, had come from. Ms De Beaux was unsure but advised that this information was in the public domain. The Chairman pointed out that the A14 scheme was a Highways England project, and was not the responsibility of the County Council.

Arising from the report:

- ✓ A Member acknowledged that this was a very complex project, involving a large number of landowners and negotiations, but ultimately the important thing was the resulting scheme. However, he was concerned about the significant overspend, and asked at what point the majority group had become aware of the overspend. He also sought reassurance that Phase 2 of the Chisholm Trail was not in doubt. Officers advised that in terms of timelines, they had become aware of the overspend in the summer, and alerted Members in the early autumn, who had challenged officers to come back with a proposed way forward, which was now presented in the report;
- ✓ A Member asked about the likelihood of the Greater Cambridge Partnership (GCP) agreeing to the significant additional funding. The Chairman reassured the Committee that Members and officers had been working closely with the



GCP to deliver this project, and he was absolutely confident in the GCP's commitment to the project. Officers supported these comments;

- ✓ Another Member stressed the importance of the GCP providing funds so the Chisholm Trail project could continue and be completed on schedule. He reminded the Committee that when the consultation was originally undertaken, there had been one of the largest positive responses from local people ever received in relation to such a consultation, indicating the strong need and desire for the Chisholm Trail in Cambridge;
- ✓ Noting that the award of the contract had been under New Engineering Contract 3, a Member asked if the possibility of compensation was being explored, i.e. whether contractors would be making a contribution to the overspend. The Member also looked forward to the commencement of Phase 2, including the reconfiguration of the junction at Coldhams Lane and Cromwell Road, which was a hugely important safety component of the Trail;
- ✓ A Member asked what processes were in place within the County Council to understand why projects go over budget, and how that learning could be embedded when future projects were being commissioned. He suggested that a report covering those learning points could be considered at a future Committee meeting. Officers commented that some of the decisions taken in 2017 had led to the current position. The clear difficulties faced with this project had prompted the Executive Director to undertake a review of project management, which had taken place over the autumn. This had highlighted a number of areas where there was scope for improvement, and different ways of working could be embedded. The Executive Director offered to provide a briefing note on the management improvements and changes that were taking place, and it was agreed that this should be circulated to all Members. **ACTION REQUIRED.**

With regard to a query about the cost consultants' input, officers advised that this would be vital, especially in terms of potential to claim back on the NEC contract, scrutinising all the costs submitted by contractors to ensure they were entirely appropriate.

In terms of the underpass, officers advised that whilst the County Council was not directly responsible for that part of the scheme, it was seen as a key part of scheme by all partners.

A Member commented that these type of problems with managing major projects appeared to be endemic nationally, and suggested that it may be worth looking at best practice further afield, so that the best project management techniques could be replicated. Officers agreed, and added that they were keen to redouble efforts and learn wherever possible.

A Member commented that the A14 project had allegedly been completed within both the schedule and budget, but residents in her Bar Hill Division would not agree that it had been finished on time, and she was alarmed to hear that it may be over budget.

Whilst acknowledging that major projects were often difficult to accurately cost, a Member alluded to Ms De Beaux's point about systemic issues, and asked officers



when they envisaged the changes they were making taking effect. Officers commented that learning from these issues would be implemented on new and existing projects with immediate effect, but acknowledged that this would take time to feed through in terms of improved outcomes. One of the key lessons learned in this process had been more rigorous definition and costing of projects from the outset.

Noting the acknowledgement in the report and at the meeting that project management shortcomings during the early stages of the project had contributed to the current situation, a Member commented that he remained anxious for future stages of the project, especially given the proximity of the underpass to the Leper Chapel. The Member also stressed the value of external consultants for project management from early stages. Another Member agreed with this point, saying that the use of external consultants on such projects was very much an “invest to save” approach.

It was resolved unanimously to:

- a) note the project update;
- b) seek additional Section 106 funding of £2.063m for the Abbey Chesterton Bridge through the Greater Cambridge Partnership Executive Board.

## 55. Local Highway Improvement (LHI) Proposed Member Working Group

The Committee received a report regarding the establishment of a member working group to review the Local Highway Improvement (LHI) scheme, with any changes to be implemented for schemes to be delivered in the 2022/23 financial year.

It was resolved unanimously to:

- a) Appoint Councillors L Every, I Gardener, L Harford, L Jones, S King and I Manning, to the working group;
- b) Approve the timescale for the review outlined in paragraph 2.8 of the report.

## 56. Review of Cambridgeshire Heavy Goods Vehicle Policy

The Committee considered a report on the proposed review of the Cambridgeshire Heavy Goods Vehicle (HGV) Policy, which also sought Member nominations to the HGV Working Group.

The existing HGV Policy had been produced in 2011, and both the Policy and Advisory Freight Map were now of limited use, given the widespread use of Satnavs. It was therefore recommended that a new policy be developed, acknowledging HGVs have a vital role to play, but that not all parts of the highway network were necessarily suitable for HGV use.

The Vice-Chairman suggested that with both this and the LHI Working Group, if a Member was unable to attend a Working Group meeting, a substitute could attend in their place, and the Committee agreed that this was a good idea.



A Member commented that this was a timely and important review. He advised that in his area, there were many tractors which were not the traditional agricultural type, but huge, fast track vehicles, effectively operating as HGVs, but without the relevant legal framework. There was also a big problem in his Division with mud on the roads, and anecdotally this was caused by one large local company. He asked if the Working Party could examine the use of fast track tractors, and mud not cleared off the road. It was noted that stakeholder groups such as the National Farmers Union (NFU) would be engaged in the development of the new policy.

Whilst thanking the Vice-Chairman for his suggestion of flexibility on substitutes, a Member commented that the Working Group size was essentially a political decision, as it was predicated on the number that most favoured the majority party. He also commented that there had been a HGV Working Group for some time, and that Councillor Dupré had been specifically excluded from that Group. Responding, the Chairman advised that the HGV Diamond Group was focussed on very specific work, for a small part of the county, whereas this was a new cross-party, countywide group.

A Member queried the timeline for the development of the HGV Policy. It was noted that engagement with stakeholders would be particularly important for the development of this policy, which was why this would take longer than the LHI Group, as the latter group was more bespoke in its Terms of Reference. It was noted that paragraph 2.8 of the report stated that the review and drafting of a new policy would take around twelve months to complete.

It was agreed that Highways England would be included as a stakeholder.

It was resolved unanimously to:

1. Appoint Councillors S Criswell, D Connor, L Dupré, W Hunt, N Kavanagh and M Smith to the Member working group to review and update the HGV Policy;
2. Agree all parties may substitute Members if any Member was unable to attend a meeting of the Working Group.

## 57. Highway Services Contract Key Performance Indicators – quarterly report

The Committee received a report which provided Key Performance Indicators (KPIs) for the Highways Services Contract. These KPIs helped officers and Members monitor and manage the performance of the Skanska contract throughout the year. There was also a reconciliation carried out to provide annualised KPIs, which could result in changes to the contract.

Members noted the four Performance Improvement Plans (PIPs) which set out the contractor's proposed actions and steps to meet KPIs, which related to:

- ✓ Timeliness of CAT2 defect repairs;
- ✓ Non compliance with Fixed Penalty Notice (FPN) as a proportion of all Street Works permits;
- ✓ Final Accounts being completed within three months of the works completion;



- ✓ Target costs versus actual costs for projects.

The Chairman advised that following presentation at the Highways & Community Infrastructure Committee in December 2019, Councillors Harford, King, Scutt and Manning had met with officers to gain a deeper understanding of managing the performance of the Highways Contract, and he thanked those Members for their contributions to this work.

Arising from the report, Members:

- ✓ Asked for more detail on the KPIs that reflect underperformance, specifically programme delivery including non compliance that had resulted in FPNs. Officers advised that the Council monitored its own activity on the network as well as utility companies, and FPNs reflected non compliance in relation to the permitting system undertaken through Street Manager;
- ✓ Commented that a culture needed to be promoted whereby target dates were set for all projects. Officers confirmed that there was currently a piece of work on target dates within the Contract taking place, and there was also an Annual Plan of Works which included target dates, and officers were actively looking to improve these with the Contractor;
- ✓ A Member was pleased to note that Recycled Construction Waste was 97%, especially as this would probably have additional benefits such as a reduction in HGV movements. Officers confirmed that time was being devoted to a further breakdown to identify where recycling and reuse was taking place, working with Climate Change colleagues and Skanska to better understand the carbon footprint across the Contract, and capture efficiency savings on particular projects;
- ✓ Noted that in terms of percentage in the task order programme, the datum captured reflected the time from when the order was placed with Skanska, to when it was completed, so the KPI essentially represented the duration of the works;
- ✓ With regard to FPNs, noted the target was 5%, but the latest figure was 42%. Officers agreed that this was a particular area for improvement, and advised that a Performance Improvement Working Group had been established. It was noted that performance against this target had varied, with performance meeting the <5% target at times;
- ✓ A Member expressed concern that a wide range of activities were being included under one KPI, specifically cyclical maintenance e.g. maintaining gullies and grass cutting, as these issues were often very important to residents, and probably warranted closer scrutiny. Officers confirmed that they did break these figures down, so the granularity of these figures was available for issues such as gully cleaning, as well as other contract components. The Chairman asked if officers could provide the breakdown on the points raised (gullies and grass cutting) to all Members. Action required.



Officers advised that there had been discussions at a senior level with Skanska about improving performance, especially around Value For Money and timeliness of the delivery of schemes. Graham Hughes and Richard Lumley had been meeting weekly with senior Skanska colleagues to review detailed performance issues. In addition, there were monthly joint management team meetings between Richard's team and Skanska, looking at the day to day running of the contract, enabling much more timely challenge and clarity on the Council's expectations. Information was also being fed back into the quarterly Board meetings that the Chairman and Vice Chairman attended.

The Chairman commented that he was looking to see Skanska improve their performance of this significant contract, especially as this was a very forward facing customer service, and residents were very aware of issues such as potholes, road repairs, and gully maintenance. He reassured the Committee that along with senior officers, there was very close oversight of the Skanska contract by both the Chairman and Vice Chairman. A Member asked why all political parties could not be involved in those meetings, and the Chairman agreed to discuss this issue with Steve Cox.

The Chairman suggested arranging occasional meetings with those Members who had already indicated an interest on an informal basis. **Action required.**

It was resolved unanimously to:

Note and approve the report.

## **58. Highways and Transport Committee Review of Draft Revenue and Capital Business Planning Proposals for 2021 - 2026**

Members considered a late report on the draft revenue and capital Business Planning proposals for 2021-2026. The Chairman had previously exercised his discretion to accept this late report on the following grounds:

Reasons for lateness: The delay has been the result of needing to collate and analyse the most up to date financial, local and national data sets in order to enable the Committee to have the best possible discussion on the current position and future opportunities.

Reasons for urgency: To enable the Committee's views to be available to the General Purposes Committee when it reviews the budget proposals on 22 December 2020.

The opening section of the report was prepared centrally and was included in the business planning reports presented to each Service Committee. The second section focused on the Committee's specific business area, including the specific business planning proposals. There were two proposals, one relating to the replacement of the mobile vehicle activated signs (MVAS), and the other was an additional domain for the Winter Maintenance Services.

At their October meeting, the Committee had considered an additional proposal around digitising drainage data. Officers had explored this proposal further, but concluded that it could be absorbed in normal service activity, without additional resource.



Arising from the report:

- ✓ A Member commented on the MVAS: whilst supporting the proposal, he felt there was a broader lesson regarding the maintenance requirements, as MVAS had cost more than originally anticipated. On a similar issue, another Member raised the issue of maintenance of cycle routes, and suggested that this should be factored in to scheme costs when projects were initially planned. Officers advised that additional resource was being allocated to cycle route maintenance, but as the majority of new infrastructure was now being commissioned by CPCA and GCP, the Council would also be requiring partners to put in place a contribution to ongoing maintenance for infrastructure projects. A report on this would be considered at the Committee in the new year;
- ✓ A Member raised an issue on Winter gritting – again whilst supporting the proposal, there was no reference to involving Parishes, and some Parishes were often keen to help the Council with winter gritting, at minimal cost. Officers confirmed that the Council worked closely with a number of Parishes and farmers, but that this point related specifically to forecasting more accurately through meteorological data;
- ✓ A Member asked if solar powered MVAS could be considered rather than signs that required batteries. Whilst these would be more costly at the outset, during their lifetime they would probably prove to be more cost effective. Officers commented that technology in this area was constantly evolving, and that the key concern was what individual communities wanted, and whether they were static or mobile. Whilst solar powered signs had not proven viable to date, this was kept under review;
- ✓ A Member asked if consideration had been given to using machine learning and predictive analysis to help plan winter gritting and gully maintenance. Officers confirmed that this had been discussed in the past, but had not yet been embraced. The drainage proposal would use an existing system for planning maintenance tasks;
- ✓ A Member asked if there was an overall sense of where financial information was captured, with regard to overspends and underspends. Officers agreed that this needed to be reviewed, especially with regard to underspends being most productively allocated;
- ✓ A Member highlighted that March Town Council had provided the majority of funding for a MVAS project in 2019, but many of the LED lights had failed and the batteries were not lasting very long.

It was noted that the Liberal Democrat Group would be abstaining from the vote on this item.

It was resolved by a majority to:



- a) Note the progress made to date and next steps required to develop the business plan for 2021-2026;
- b) Note the impact of COVID-19 on the Council's financial planning;
- c) Endorse the budget and savings proposals that are within the remit of the Committee as part of the consideration of the Council's overall Business Plan;
- d) Endorse the changes to the capital programme that are within the remit of the Committee as part of consideration of the Council's overall Business Plan;
- e) Note the updates to fees and charges for 2021-22.

## 59. Finance Monitoring Report – October 2020

The Committee considered a report on the financial position as at the end of October 2020. It was noted that there had been a problem with the publication of the appendix, but this had been circulated to the Committee prior to the meeting.

It was noted that there were virtually no changes since the previous report had been considered by Committee. The revenue overspend remained at £3.3M, and this was mainly due to loss of income due to the Covid-19 pandemic. This was being recouped via a grant, but that grant sat centrally within the accounts, so was not reflected in the bottom line.

On the Capital side, officers advised that since the agenda had been published, the General Purposes Committee had taken place, and the £4.2M pothole grant to Committee had been agreed at that meeting.

It was resolved unanimously to:

- (a) review, note and comment upon the report.

## 60. Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies and Advisory Groups

It was resolved to note the Agenda Plan.

Chairman



### Question from Ms De Beaux, Camcycle:

The Chisholm Trail is widely welcomed and will help more local people to walk and cycle for everyday journeys and open up access to the city's precious green spaces.

We support calls for a clear understanding of how local authorities manage transport projects, and a fuller public disclosure of what has caused the cost overruns. We understand that the collapse of Carillion and the Covid-19 pandemic have both delayed work and increased costs on the Chisholm Trail project, but there seems to be a pattern of cost overruns on transport – other examples being the Ely bypass at £13 million over budget and the A14 at £700 million over budget – and this urgently needs to be investigated to prevent the issue recurring.

Research from active travel charity Sustrans estimates that the current level of cycling in Greater Cambridge saves the region over £100 million a year in healthcare costs and delivers additional benefits in terms of reducing congestion and air pollution.

The Abbey-Chesterton bridge and Stourbridge Common underpass work must be completed soon as they are crucial connections in the walking and cycling network and local residents have been inconvenienced for far too long already. The Newmarket Road underpass is vital for the full benefit of the Chisholm Trail to be realised and it is essential that works on Coldham's Common begin in the coming weeks or we risk significant delays that will then impact other sections of the Trail. The whole project should be finished as soon as possible so that local residents can make use of this new sustainable route, unlocking city-wide benefits for all.

Will the committee reassure us of the timescale for the remaining stages of the work and commit to increasing the budget as needed? This infrastructure needs to last for generations and must be finished properly in order that everyone can reap the benefits.

### Written response from Councillor Bates:

Major projects are subject to various control environments to understand risk and maintain scheme value within budget constraints. Nationally significant projects such as HS2, Crossrail or the A14 under construction by Highways England are extremely complex. As part of the Treasury Business Case there is an expectation on those promoting schemes to understand the range of risks within projects and to price those accordingly. Equally there is a need to review at an individual project level when and where variance to programme or cost occurs.

Whilst not at the same scale as the A14, the Ely Bypass was a complex project which has already been reported to Audit and Accounts and set out in minutes of the 29th July 2019 meeting "The causes for the expenditure exceeding the approved budget was considered to be the clear desire of key stakeholders to get the Project completed in the shortest timescales possible, with the Project Board agreeing, a shorter design and tender period which resulted in the form of contract (NEC Option D) used and resulted in the original cost estimate not being sufficiently robust...The increase in costs resulted from under assessing initially the requirements in terms of the piling costs of the viaduct and rail bridge with other contributory



costs being the earth works and the large increase in structural steelwork costs.” Internal Audit noted that “The Council had paid the right amount regarding the Project that had been delivered.”

As discussed in Committee earlier this year, the Executive Director of Place and Economy commissioned a review of major project delivery, which is considering the range and extent of management action to continuously improve processes and procedures in design, development and delivery and a range of changes are being brought in and we are confident this will improve the Council’s performance.

Your support for the Chisholm Trail project is welcome, and issues surrounding the project have recently been reported including project completion dates for the bridge and Phase 1 of the Trail. This is an ambitious project and will be transformative in terms of how journeys on bike and walking are being prioritised in order to realise the health benefits, reduce congestion and the associated issues of air quality, and to allow Greater Cambridge to grow sustainably within the ambition to be carbon neutral by 2050. The Newmarket Road underpass is scheduled to be constructed in Spring 2021. The project team are in dialogue with DfT/Sustrans regarding the Coldhams Common link and are planning to start this section early in the New Year.

You will note from the Committee and report that Cambridgeshire County Council and the Greater Cambridgeshire Partnership are committed to completing the project in 2021, with the additional funding identified within the report, subject to approval at the Greater Cambridgeshire Partnership Executive Board which is sitting on the 10th December 2020.







# HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 16<sup>th</sup> November 2020 captures the actions on service actions within the remit of this Committee including that are still ongoing on-going from the former Highways and Community Infrastructure and Economy and Environment Committees. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Graham Hughes / Richard Lumley	<p>Discuss with Skanska the feasibility of offering an enhanced pothole repair service.</p> <p>This was raised again at the Highways and Transport Committee on 15<sup>th</sup> September</p>	Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services.	<p><b>IN PROGRESS</b></p> <p>Meeting held with Skanska on 26/11/20. A briefing note is being prepared on the potential way forward for initial discussion with Chair and Vice Chair in February.</p>



## Minutes of Highways and Community Infrastructure Committee 9th July 2019

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
123.	Finance and Performance Report – May 2019 – A14 Legacy	Steve Cox	Suggested that a report was brought to the Committee every six months regarding the legacy of the A14. All local members impacted could be consulted.	Discussions are ongoing with Highways England about this and the de-trunking of the existing A14. This is due to come forward to the March Committee.	Action Ongoing
124.	Road Casualty Data Annual Report	Matt Staton	The Chairman commented that the findings of the research project regarding likely collision sites being undertaken with Loughborough University could be brought to the committee for information and comment.	Matt Staton to liaise with Loughborough University in relation to published outputs from the project. The information was to be presented to a Members Seminar.	On hold until the seminar programme resumes.

## Minutes of Highways and Community Infrastructure Committee 4<sup>th</sup> December 2019

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
146. b)  See also 311b)	Finance Monitoring Report – October 2019	Graham Hughes/ Richard Lumley	Concerns were raised regarding the perceived inequitable nature of the Local Highways Initiative (LHI) bid process to some parts of the County. Officers to establish whether it was	Report scheduled for December 2020	<b>Completed.</b>  Report going to committee in December



			possible to resolve the anomalies found within this process.		
Minutes of Economy and Environment Committee 5 <sup>th</sup> March 2020					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
311.	Integrated Transport Block (ITB) Funding Allocation Proposals	Elsa Evans / Andy Preston	Review of scoring criteria to help review to achieve more equitable distribution of funding across the County.  See also 146b raised at former Highways and Infrastructure Committee in December 2019.	This was discussed with the Chair and Vice Chair of the Committee in December. Further work is being undertaken and will then be considered by the Chair and Vice Chair in February before presentation to Committee.	Action Ongoing
Minutes of Highways and Transport Committee 7 <sup>th</sup> July 2020					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
	Cambridgeshire and Peterborough Road Safety Partnership Strategy	Matt Staton	Strategy should be circulated to all District, Town and Parish Councils and other identified interested parties.	A wider distribution will be undertaken in October as part of a coordinated communication across partners related to the new strategy  Media release issued Monday 16 November. Strategy circulated to all parties 16 November as part	Complete



				of Road Safety Week.	
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## Minutes of Highways and Transport Committee 15<sup>th</sup> September 2020

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
24.	Minutes Action Log (Minute 151 Wisbech Access Strategy Phase 1)	Chairman Cllr Bates	Noting that Cllr King had been appointed as an additional member to the Wisbech Steering Group via the Outside Organisations delegations process, Cllr Dupre asked whether she could be considered via the same process for an appointment to the Heavy Goods Vehicle (HGV) Diamond Area Steering Group.	The Chairman agreed to speak to the Chairman of the Steering Group, Councillor Criswell.	In progress
25.	Winter Service Plan 2020-21	Chairman Councillor Bates	It was suggested that the volunteer mutual aid groups formed during the Covid 19 lockdown would be an excellent source for potential new recruits. The Chairman had already been in discussion with the Councillor Criswell, Chairman of the Communities and Partnership Committee in respect of seeking new volunteers and obtaining contact points from such groups and would pass them on to the officers.	The Chairman to provide an oral update.	Action Ongoing
29.	Cambridgeshire Highways Contract Annual Report 2019-20	Richard Lumley /	Request for a new policy for seeking compensation for	Officers would investigate the practicalities and bring back	Action Ongoing



		Graham Hughes	developer damage to free up local highways offices resources.	proposals for further consideration on this wide ranging issue.	
Minutes of Highways and Transport Committee 6 <sup>th</sup> October 2020					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
30.	COVID-19 Cycling Proposals	Graham Hughes /Jeremy Smith	To identify funding to update the cycling map of Wisbech	CCC does not have funding available for this but alternative ways of completing this have been suggested utilising the individuals who produced the original map.	Completed
30.	COVID-19 Cycling Proposals	Graham Hughes /Jeremy Smith	Asked if schemes could still be added to tranche 2 of the <del>COVID-19 Temporary Cycling Proposals</del> <b>Active Travel projects</b> [The wording of these projects has been amended to align with the wording used by government]	It may be possible to consider further small to medium size proposals but ideas will need to be received by the end of January in order to allow sufficient time for feasibility evaluation, design and the potential for works completion within the funding deadline.	Completed



## Minutes of Highways and Transport Committee 1<sup>st</sup> December 2020

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
54.	Chisholm Trail and Abbey Chesterton Bridge Project Status Update	Steve Cox	Provide a briefing note on the management improvements and changes that were taking place (wrt project management) to all Members.	Briefing note has been circulated to H&T Committee Members on 11.01.21	Completed
57.	Highway Services Contract Key Performance Indicators – quarterly report	Emma Murden	Provide the breakdown on the points raised (gullies and grass cutting) to all Members.	Cllr Harford raised so will address in more detail with her at meeting below.	Completed
57.	Highway Services Contract Key Performance Indicators – quarterly report	Emma Murden	Arrange occasional meetings with those Members who had already indicated an interest (Cllrs Harford, King Manning & Scutt) on an informal basis	Meeting invites sent for 2 <sup>nd</sup> Feb	Completed







## JOINT PROFESSIONAL SERVICES FRAMEWORK

To: Highways and Transport Committee

Meeting Date: 19 January 2021

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): All

Forward Plan ref: 2021/008

Key decision: Yes

Outcome: To update the committee of developments relating to procurement of the Joint Professional Services Framework since the report of the 10 November 2020. And to seek the committee's approval to rescind the previous Decision, retain the submission of tenders on Quality and the completed Quality evaluation and scoring part of the tender process, rewind part of the procurement process relating to Price only, review and reissue to tenderers one to six some of the procurement documents relating to Price, re-run the Price part of the tender process and Award the Contracts to the two highest scoring tenderers by combining the existing Quality scoring with the outcome of the rewound Price scoring.

Recommendation: The Highways and Transport Committee is asked to:

a) rescind the Decision of the committee dated 10 November 2020 which was:

*b) Approve the award of the framework contracts as set out in the confidential Appendix A (The Committee is asked to provide Approval to Award to the two top scoring bidders one and two, and enter into a contract with each company at the end of the standstill period)*

b) retain the completed Quality evaluation and scoring of tenderers one to six

c) review and reissue to tenderers one to six some of the procurement documents relating to Price in order to produce greater clarity and transparency in order to ensure that all tenderers interpret the Staff Categories Guidance and Requirements and all other reissued Guidance and Requirements as to Price in a uniform way when formulating their new Price tender submissions

d) rewind the tender process for Price only so that tenderers one to six will be given the opportunity to re-submit their tenders of Price only



- e) following evaluation of the resubmitted tenders on Price only delegate authority to the Executive Director of Place and Economy to Award Contracts to the two highest scoring tenderers identified after combining the existing scores on Quality with the new scores received on Price

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# 1. Background

- 1.1 On 10 January 2019, the Economy and Environment (E&E) Committee approved the establishment of new professional services contract arrangements to support the development of the infrastructure in the Cambridgeshire and Peterborough area and help ensure its continued economic success.
- 1.2 A Project Team to manage the development and procurement of the new arrangements was established in March 2019. The Project Team is now led by the Interim Group Manager of Major Infrastructure and Delivery and comprises of procurement experts, external NEC contract expert and LGSS legal representatives plus a representative of the Greater Cambridge Partnership.
- 1.3 The Project Team oversaw the development of an options appraisal and a market engagement exercise during the Spring and Summer of 2019. The team identified a 5-year duration framework with two multi-disciplinary suppliers as the option that best met the needs of the Contracting Authorities. This option balances the need for ongoing competition and service resilience with the opportunity to develop collaborative relationships and knowledge retention with a smaller number of suppliers.
- 1.4 The framework will be hosted by Cambridgeshire County Council (the County) and will be accessible by the County Council, the Greater Cambridge Partnership, the Cambridgeshire and Peterborough Combined Authority, Peterborough City Council and other public sector organisations in the area, together, the Contracting Authorities.
- 1.5 When a Contracting Authority requires work that is within the scope of the framework, it may select one of the two suppliers using either a direct appointment route or by using a secondary competition route. The Contracting Authority then enters into a contract (a Task Order) for the required work with the selected supplier.
- 1.6 Although there is a no guaranteed level of spend via the framework, it is anticipated that professional services of up to approximately £13M per annum may be procured in order to support the planned programmes of investment in the region's infrastructure.
- 1.7 The framework scope is the provision of professional services across the full project lifecycle for transportation and other infrastructure projects in the Cambridgeshire and Peterborough area.
- 1.8 The project types include but are not limited to highways; walking, cycling and other non-motorised modes; public transport including rail, bus, guided transport and metro systems; intelligent transport and future mobility solutions. Projects may include multiple modes.
- 1.9 The scope of services for delivery under the framework include but are not limited to the type of service outlined below.
  - Transport Solutions
  - Project Delivery Studies
  - Consultation and Stakeholders
  - Planning and Statutory Services
  - Design services (feasibility, preliminary and detailed)



- Commercial services
- Surveys and investigations
- Environmental Services
- Future Mobility Services
- Construction Phase services

- 1.10 A restricted two-stage procurement process commenced on 4th December 2019 by issuing a Contract Notice in the Official Journal of the European Union (OJEU). The first stage of the process was a submission of a contract notice in the Official Journal of the European Union (OJEU) on 4<sup>th</sup> December 2019 and published on the 9<sup>th</sup> of December 2019 and the issue of Selection Questionnaires (SQ). The SQ invited interested providers to make a submission which was evaluated for financial and safety suitability, along with capacity and relevant experience, particularly with respect to some of the likely risks involved in delivering the services.
- 1.11 Eight organisations expressed an interest in the framework contract. The organisations included both single suppliers and consortia / subcontract arrangements that had come together in order to provide the wide-range of services required.
- 1.12 All eight SQ submissions were evaluated. One of the submissions did not meet the required thresholds of the SQ and was therefore not invited to submit a tender. The Invitation to Tender (ITT) was issued on 25<sup>th</sup> February 2020 to the remaining seven organisations.
- 1.13 During the tender period, one of the seven organisations withdrew as it transpired that it was not able to put in place the levels of professional indemnity insurance required by the contract.
- 1.14 The tender period had been planned to close on 30<sup>th</sup> March 2020 but this period was extended until 20<sup>th</sup> May 2020 to enable all organisations additional time to prepare their tenders as a result of the onset of the Covid-19 pandemic.
- 1.15 All six of the remaining organisations submitted a Final Tender by 20<sup>th</sup> May 2020 via the LGSS e-tendering system.
- 1.16 The tenders comprised two structurally separate parts: a Quality Submission and a Price Submission.
- 1.17 The Quality submission required written responses to eight questions to demonstrate the method as to how the supplier would provide a high-quality service and work collaboratively with the Contracting Authorities and with the other supplier on the framework. It also included how the supplier would support local suppliers and Small and Medium sized Enterprises (SMEs) and provide the Contracting Authorities with access to specialist services as and when required.
- 1.18 The Price submission required submission of costs for a wide range of professional staff skills and grades that are likely to be required during the term of the framework.
- 1.19 The Quality and Price submissions were evaluated.



- 1.20 During the evaluation of the Price submissions, tender clarification questions were issued to all six suppliers in order to seek confirmation of the accuracy and compliance of the submitted cost data.
- 1.21 The evaluators sought explanations as to prices submitted by one tenderer, as their tender had the appearance of being abnormally low. That tender submission was subject to further detailed analysis, and a meeting subsequently took place with the tenderer on 5 October 2020, where the tenderer provided further information to the evaluators. Subsequently all six bids were accepted.
- 1.22 Following this the scores of tenderers one to six for the Quality and the Price parts of their submissions were combined to give an overall score. The overall score was calculated on a ratio 30% Price to 70% Quality as provided in confidential Appendix A.
- 1.23 A Recommendation from the Project Team was brought to this committee dated 10 November 2020 which stated:
- The Committee is asked to provide Approval to Award to the two top scoring bidders one and two, and enter into a contract with each company at the end of the standstill period.*
- The scoring for tenders one to six and tenderers who were ranked one and two were set out in confidential Appendix as part of that committee.
- 1.24 The committee approved this recommendation which became the Decision. This Decision was notified to tenderers one to six on the same day as the committee, and the standstill period was determined at midnight on the 20 November 2020.

## 2. Main Issues

- 2.1 During the standard 10 day standstill period, also known as Alcatel, enquiries were received and issues raised by tenderers scoring three and four directed to the validity of the Award Decision concerning the tenderer who was ranked number two. These enquiries and issues related primarily to whether the Project Team's failure to reject tenderer two's tender for being abnormally low was sound and could be challenged. Due to the content and complexity of what was being requested by tenderer three and four and the legal company acting on behalf of tenderer three, the Project Team decided to extend the stand-still period to the 4 December 2020 to allow further time to investigate and consider the issues raised.
- 2.2 During this extended standstill period while the enquiries were being investigated and the issues raised considered, the Project Team recognised the possibility that the procurement documents as to Price may not be sufficiently clear, precise and unequivocal so as to ensure that all tenderers were afforded an equal opportunity to formulate their tenders on Price on a uniform basis. A potential consequence of the possibility of such a flaw was whether any Abnormally Low Tender assessment of any information provided during the seeking of any Abnormally Low Tender explanations was an effective assessment when that assessment included comparing the Prices of the tenders received. The presence of such flaws may also have meant that the two Most Economically Advantageous Tenders were not identified.



- 2.3 The Project Team extended the standstill period to the 29 January 2021, to consider that possibility further, and instruct external legal procurement lawyers to undertake a review working closely with the Project Team.
- 2.4 The external legal review appears in confidential Appendix B.
- 2.5 In the light of the developments outlined above the recommendations are as set out above which involves the County exercising its discretion to rescind its previous Award Decisions and rewind the procurement on Price only so that the Quality evaluation and scoring of the tender process is retained, and some of the procurement documents relating to Price are revised and reissued with an invitation to tenderers one to six to resubmit their tenders on Price only. Since the tenders on Quality and Price were structurally separate (see paragraphs 1.16 to 1.18 of this report), it is possible to retain the Quality evaluation and scoring, re-run the Price part of the tender as the re-run Price tender does not affect the content of the tenders on Quality or their evaluation or vice versa.
- 2.6 Following the rewind of the Price tender process, scheduled during late January and February 2021, the Project Team will evaluate the Price tenders received and rescore the revised Price (30%) tenders received from tenderers one to six and combine these to the retained Quality tenders (70%) scores and re-rank tenderers one to six from the resulting total combined scores.
- 2.7 Due to delays in the process thus far, and risks of running into the purdah period leading up to May 2021 County Council elections, it is proposed to delegate authority to Award the Contracts to the Executive Director of Place and Economy to award to the two highest scoring tenderers identified after combining the existing scores on Quality with the scores received on Price as per paragraph 2.6. New award decisions notices will then be issued to all participating tenderers.
- 2.8 Entering into the Contracts with the two winning tenderers will once again be subject to a 10 day stand still period, after which details of the Contract Award Decisions can be made publicly available. This information will be included within the Contract Award Notice in the OJEU and the Council will actively communicate this information.
- 2.9 Further to Contract Award as proposed in this report and expiry of the standstill period, there will be a period to finalise and sign the contract documentation, mobilise resources and it is therefore programmed that the contracts will go live on the 1 June 2021 for delivery of the services.

### 3. Alignment with corporate priorities

#### 3.1 A good quality of life for everyone

The framework will help develop and deliver the infrastructure required to support the continued health and success of our area.

#### 3.2 Thriving places for people to live

The framework will help develop and deliver the infrastructure required to support the continued economic success of the Region.



3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

The framework will enable the development and implementation of a wide range of transport and other infrastructure (including sustainable transport solutions) that will help reduce congestion and sources of emissions from transport.

## 4. Significant Implications

4.1 Resource Implications

A Framework Manager will be recruited and appointed to oversee the operation of the framework. The role will involve collation of forward work programmes, liaison with the Contracting Authorities and the two suppliers, seeking quotations and awarding Works Orders under the framework and managing the performance management framework.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

A restricted OJEU process has been completed in accordance with contract procedure rules.

4.3 Statutory, Legal and Risk Implications

Until the standstill period expires and the time for issuing court proceedings expires there is always a theoretical opportunity for any losing tenderer to commence a court claim. However, in every case there have to be recognised and valid grounds to bring a claim. In this case it is not considered that there are such grounds.

4.4 Equality and Diversity Implications

There are no significant implications within this category. An Equalities Impact Assessment screening has been undertaken for the project previously.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

**Have the resource implications been cleared by Finance?** Yes



Name of Financial Officer: Sarah Heywood

**Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?** Yes

Name of Officer: Gus de Silva

**Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?** Yes

Name of Legal Officer: Fiona McMillan

**Have the equality and diversity implications been cleared by your Service Contact?** Yes

Name of Officer: Elsa Evans

**Have any engagement and communication implications been cleared by Communications?** Yes

Name of Officer: Sarah Silk

**Have any localism and Local Member involvement issues been cleared by your Service Contact?** Yes

Name of Officer: Andrew Preston

**Have any Public Health implications been cleared by Public Health** Yes

Name of Officer: Iain Green

## 5. Source documents

None



## Report title: Cambridgeshire County Council Commuted Sum Proposals

To: Highways and Transport Committee

Meeting Date: 19 January 2021

From: Steve Cox, Executive Director - Place and Economy

Electoral division(s): All

Forward Plan ref: 2021/11

Key decision: Yes

Outcome: For the Council to ultimately introduce a commuted sums policy to enable maintenance costs for new highway infrastructure to be covered.

Recommendation: (a) To approve the principle of the Council levying commuted sums on new highway schemes; and  
  
(b) To delegate to the Executive Director – Place and Economy, in consultation with the Chair and Vice Chair of the Committee the preparation of a consultation document for commuted sums and to report the findings and a proposed policy back to Committee following that consultation.

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## **1. BACKGROUND**

- 1.1 Highway assets and infrastructure projects undertaken in Cambridgeshire by third parties including the Greater Cambridge Partnership (GCP), the combined Authority (CPCA) and private developers once completed, are transferred to Cambridgeshire County Council (CCC) through agreements securing adoption. The highway authority (CCC) then assumes responsibility for the future maintenance and upkeep at public expense. By accepting these highway assets, a financial burden is placed upon CCC for their ongoing maintenance in perpetuity.
- 1.2 Commuted sums policy and practice across England has varied but with highway authority maintenance budgets increasingly under pressure, there is a growing trend to minimise financial exposure by securing full recompense for future liabilities arising out of new or improved highways infrastructure.
- 1.3 CCC currently does not collect contributions for the ongoing maintenance costs of new infrastructure, unless 'non-standard' items are included, for example construction which utilises specialist materials or exceptional items.
- 1.4 CCC welcomes improvements to its highway assets but considers that all public bodies, and third party developers, as part of any development they lead, need to identify and set aside budgets to maintain the enhanced assets as part of forward planning.
- 1.5 Typically, the collection of commuted sums is the subject of agreements usually with developers arising from s106 obligations or planning consents. These works are usually undertaken by developers under sections 38 and/or 278 of the Highways Act 1980. The legal mechanism for securing these contributions from public bodies will be different and will be developed as part of this process.
- 1.6 Section 38 is a power allowing highway authorities to adopt newly constructed roads by agreement with landowners and developers. Section 38(6) states as follows:

“An agreement under this section may contain such provisions as to the dedication as a highway of any road or way to which the agreement relates, the bearing of the expenses of the construction, maintenance or improvement of any highway, road, bridge or viaduct to which the agreement relates and other relevant matters as the authority making the agreement think fit”.
- 1.7 Section 278 of the 1980 Act is a power allowing highway authorities to secure improvements to existing roads by agreement with landowners and developers. Section 278(3) states as follows:

“The agreement may also provide for the making to the highway authority of payments in respect of the maintenance of the works to which the agreement relates and may contain such incidental and consequential provisions as appear to the highway authority to be necessary or expedient for the purposes of the agreement”.
- 1.8 Section 278 is therefore drafted in the same wide and unqualified terms as Section 38 of the 1980 Act. It follows that the same interpretation can be placed on Section 278(3) as for Section 38(6), namely that there are no limitations as to how the amount of the commuted sum should be calculated. Section 278 commuted sums need not therefore be limited to non-standard costs but can be calculated by reference to all future maintenance costs.
- 1.9 This would be a proposed change to existing procedures as CCC will require commuted sums for all highway assets which are amended, improved or increased in number or area, whether they are standard or non-standard assets resulting in increased maintenance costs



and liabilities.

## **2. MAIN ISSUES**

- 2.1 Consultants have been commissioned to develop a protocol for Cambridgeshire Commuted Sums. This work has been based upon the nationally recognised guidance contained in 'Commuted Sums for Maintaining Infrastructure Assets' produced by the County Surveyors Society, now known as the Directors of Environment, Economy, Planning and Transport (ADEPT), which sets out what commuted sums will apply and how they should be calculated. There are descriptions of assets and construction types within this document that form a minimum basis for standard construction. There is also an allowance for local highway authorities to set out their own definition of standard assets.
- 2.2 The detailed policy for the County Council will be developed based on the work of the consultants. However, prior to that, it is proposed that a consultation be undertaken with stakeholders, including the Greater Cambridge Partnership and the Combined Authority on the principle of commuted sums and outline proposals for how they could be applied.
- 2.3 The purpose of any policy will be to provide confidence as to CCC's requirements, as well as a consistent approach to all works promoters, and more certainty as to what those involved in early development of infrastructure provision will be expected to contribute towards.
- 2.4 To determine what commuted sums are required for development that requires changes or additions to highway assets, it is likely that a simple calculator tool will be prepared that a developer can populate to calculate commuted sums payable. The principle of this will be tested in the consultation.
- 2.5 Consideration will be made as to when to apply the commuted sum charges from, as these sums need to be applied to projects and schemes early in their lifecycle, to ensure the early project budgets have catered for the commuted sum payments prior to the project budgets being approved.
- 2.6 Where the scheme improves the existing highway asset, such as resurfacing an existing carriageway, this will reduce the existing maintenance burden on CCC. Therefore it is proposed the principle of a "maintenance spend foregone" sum will also be tested as part of the consultation.
- 2.7 Subject to the views of this Committee on the principle of commuted sums, a consultation document will be prepared and issued as soon as possible and following that, a final proposed way forward will be presented to Committee.

## **3. Alignment with corporate priorities**

- 3.1 A good quality of life for everyone  
There are no significant implications for this priority.
- 3.2 Thriving places for people to live  
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children  
There are no significant implications for this priority.



- 3.4 Net zero carbon emissions for Cambridgeshire by 2050  
There are no significant implications for this priority.

## 4. Significant Implications

- 4.1 Resource Implications  
With significant amounts of new infrastructure planned across Cambridgeshire for which conventional maintenance funding mechanisms will be insufficient, a new approach is needed if deterioration of the highway asset as a whole across the county is to be avoided. The proposed policy has been adopted by a number of authorities as a means of achieving that.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications  
There are no significant implications for this priority.
- 4.3 Statutory, Legal and Risk Implications  
Maintaining the value of the contribution with inflation is difficult. Therefore, the Commuted Sums generated need to be maintained financially, so that they attract inflation.
- 4.4 Equality and Diversity Implications  
There are no significant implications for this priority.
- 4.5 Engagement and Communications Implications  
Consultation with interested parties could produce further unforeseen issues
- 4.6 Localism and Local Member Involvement  
There are no significant implications for this priority.
- 4.7 Public Health Implications  
There are no significant implications for this priority.

**Have the resource implications been cleared by Finance?** Yes

Name of Financial Officer: Sarah Heywood

**Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?** Yes

Name of Officer: Gus de Silva

**Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?** Yes

Name of Legal Officer: Fiona McMillan

**Have the equality and diversity implications been cleared by your Service Contact?** Yes

Name of Officer: Elsa Evans

**Have any engagement and communication implications been cleared by Communications?** Yes



Name of Officer: Sarah Silk

**Have any localism and Local Member involvement issues been cleared by your Service Contact?** Yes

Name of Officer: Graham Hughes

**Have any Public Health implications been cleared by Public Health** Yes

Name of Officer: Kate Parker







## CAMBRIDGESHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

To: Highways and Transport Committee

Meeting Date: 19 January 2021

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): All

Forward Plan ref: NA

Key decision: Yes

Outcome: The Committee is asked to consider the draft Local Cycling and Walking Infrastructure Plan for approval to consult.

Recommendation: The Highways and Transport Committee is asked to:

The Committee is asked to approve public consultation on the draft Local Cycling and Walking Infrastructure Plan

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# 1. Background

- 1.1 The Infrastructure Act 2015 placed a duty on the Secretary of State to set Walking and Cycling Investment Strategies. The first Cycling and Walking Investment Strategy (CWIS) was published in 2017 which set out an ambition in England that by 2040 cycling or walking should be the natural choice for all short journeys or part of a longer journey.
- 1.2 As a key part of the CWIS, the Department for Transport (DfT) encouraged local authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIPs). The DfT made funding available in 2017 and invited local authorities to bid. Some local authorities were given a specialist consultancy to work with them to compile their LCWIP, whereas Cambridgeshire County Council (CCC) was awarded a small amount of funding of £33,500, and Sustrans were appointed by the DfT to provide support for our area.
- 1.3 In July 2018 a working group was formed comprising different stakeholders including County Cycling Team officers, Sustrans and representatives from Camcycle and Cycling UK, with the British Horse Society joining a few months later.
- 1.4 It was agreed to make the LCWIP County wide and that the plan should generate a prioritised list of cycle routes for each district. The LCWIP follows the DfT recommended approach, analysing 2011 census data to identify and map out travel to work journeys of up to 10km in order to show where investing in cycle routes would give the greatest benefits in targeting people making short trips.
- 1.5 In terms of walking, the work to determine the priority network has focused on key walking trip generators such as shopping centres, employment areas, bus and railway stations, leisure and community centres, and schools within Cambridge City and the Market Towns.
- 1.6 The draft Cambridgeshire LCWIP is made up of the main document and six appendices which include maps and prioritisation matrices. The LCWIP is Appendix 1 to this report.

# 2. Main Issues

- 2.1 The draft Cambridgeshire LCWIP follows the policies of the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020) which aim to:
  - Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns
  - Increase the number of cycling trips through establishing safe and interconnected cycling links across the region's cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact.
- 2.2 It has also taken into account the existing district and market town transport strategies, and will feed into future delivery plans as well as emerging district and market town transport strategies.
- 2.3 The report sets out the methodology used to select routes with the highest potential to increase the number of people cycling for short trips and how these were then prioritised. It



also sets out the selection of walking routes and the method of audit and prioritisation.

- 2.4 The methodology follows Department for Transport guidelines and leads to a focus on urban and utility trips aimed at replacing short car journeys with walking and cycling. As a consequence the more rural areas scored considerably lower but the decision to identify key routes for each district has countered this to a certain extent.
- 2.5 The LCWIP is not supposed to cover all the gaps in cycling and walking infrastructure but aims to highlight key corridors that represent value for money in terms of increasing usage, particularly in regards to cycling. The LCWIP, therefore forms one part of the County Council's aim to encourage active travel but does not consider elements such as low traffic neighbourhoods.
- 2.6 The draft LCWIP helped to identify some of the Tranche 1 and 2 Emergency Active Travel Fund measures and the success of the trial measures will have implications for the long term proposals within the document.
- 2.7 Some informal consultation has taken place over the last year with district officers, Cambridgeshire and Peterborough Combined Authority (CPCA) officers and campaign groups and this has feed into the draft report and appendices.
- 2.8 Approval is now sought to consult on the document. In particular, views on the routes identified and whether people think we the priorities are right, are welcomed. The draft document will also be presented to the CPCA Transport and Infrastructure Committee in March.
- 2.9 The intention is to undertake the consultation in the spring and following that, a further report with the results of the consultation and an updated document will be presented to this Committee.

### 3. Alignment with corporate priorities

#### 3.1 A good quality of life for everyone

- The aim of the LCWIP is to increase the amount of cycling and walking which research has shown improves the health and quality of life for all.
- More people cycling and walking contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

#### 3.2 Thriving places for people to live

As above, increasing walking and cycling improves accessibility to employment, education and community facilities.



### 3.3 The best start for Cambridgeshire's children

The LCWIP prioritises cycling and walking routes to school.

### 3.4 Net zero carbon emissions for Cambridgeshire by 2050

- The aim of the LCWIP is to replace short car journeys with walking and cycling by identifying key corridors to improve in order to encourage active travel.
- The LCWIP identifies infrastructure improvements to facilitate an increase in cycling and walking and so works towards this target.

## 4. Significant Implications

### 4.1 Resource Implications

There are no significant implications within this category.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

### 4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

### 4.4 Equality and Diversity Implications

Consultation will be as inclusive as possible.

### 4.5 Engagement and Communications Implications

Some informal consultation has taken place and this report seeks approval to undertake a public consultation with members, stakeholders and the general public.

### 4.6 Localism and Local Member Involvement

Consultation will be undertaken with members at a Parish, District and County level.

### 4.7 Public Health Implications

The LCWIP is a method by which funding can be sought for improvements to the walking and cycling network for all of the County districts in order to increase physical activity and therefore support the County's Health and Wellbeing Strategy aims of encouraging healthy lifestyles and behaviours and creating a sustainable environment.

**Have the resource implications been cleared by Finance?** Yes

Name of Financial Officer: Sarah Heywood



**Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes**

Name of Officer: Gus de Silva

**Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes**

Name of Legal Officer: Fiona McMillan

**Have the equality and diversity implications been cleared by your Service Contact? Yes**

Name of Officer: Elsa Evans

**Have any engagement and communication implications been cleared by Communications? Yes**

Name of Officer: Sarah Silk

**Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes**

Name of Officer: Andrew Preston

**Have any Public Health implications been cleared by Public Health Yes**

Name of Officer: Iain Green

## 5. Source documents

5.1 Cambridgeshire and Peterborough Combined Authority Local Transport Plan

DfT LCWIPs Technical Guidance for Local Authorities

5.2 Location

<https://cambridgeshirepeterborough-ca.gov.uk/about-us/key-documents/>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf)







# Cambridgeshire Local Cycling and Walking Infrastructure Plan





# Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)

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## Introduction

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the Government's ambition to increase walking and cycling, particularly to school, in the UK by 2025 as outlined in the first Cycling and Walking Investment Strategy (CWIS, 2017). The CWIS sets out the Government's aim to make walking and cycling the natural choice for all short journeys, or as a part of a longer journey. The strategy's targets, by 2025 are to:

- double cycling, where cycling activity is measured as the estimated total number of cycle stages (a trip consists of one or more stages, for example a trip to London could be made up of 3 travel stages, cycling to the station, taking the train and walking to the destination from the London station) made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and to work towards developing the evidence base over the next year.
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and to work towards developing the evidence base over the next year.
- increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

Following publication of the CWIS, government guidance recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans for their area and the Department for Transport has advised that local authorities who have plans will be well placed to make the case for future investment.

LCWIPs are a new, approach to identifying cycling and walking improvements required at the local level. They should enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period and should:

- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term
- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies
- make the case for future funding for walking and cycling infrastructure.



The LCWIP forms part of a long-term vision to improve the County's walking and cycling networks in order to increase the number of residents travelling on foot and by cycle and thereby improve the health and well-being of all those living and working in the County.

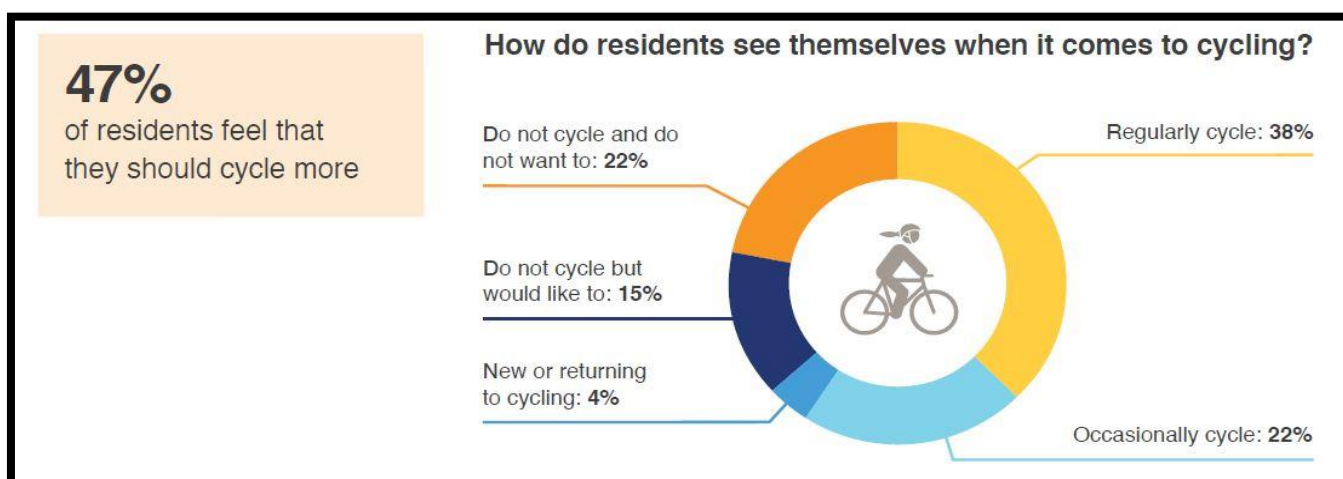
The level of growth with increases in housing and employment, particularly in Cambridge and South Cambridgeshire (Greater Cambridge), means that persuading more people out of their cars to more active travel is imperative if higher levels of air pollution are to be avoided and to ensure journey time reliability is not significantly reduced.

The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the County whilst encouraging more walking by improving journeys in town centres and to schools and employment areas. Walking and cycling routes to transport hubs are particularly important and feature strongly in the routes proposed for improvement.

More people walking and cycling benefits the economy, health, social inclusion, air quality and well-being. Sustrans recently completed a 'Bike Life 2019' report for the Greater Cambridge area, more details of which can be found here [https://www.sustrans.org.uk/media/5949/bikelife19\\_greater-cambridge\\_web.pdf](https://www.sustrans.org.uk/media/5949/bikelife19_greater-cambridge_web.pdf) This highlighted that the current level of cycling (280,000 miles a day in the area) saves the NHS £2.4 million a year and prevents 28 early deaths a year as well as saving 18,000 tonnes of greenhouse gas emissions (the equivalent of 42,000 people taking flights from Stansted to Tenerife). Each mile benefits individuals and society 95p which adds up to an impressive £76.5 million annually from all trips cycled in the Greater Cambridge area.

The Bike Life 2019 report survey also highlighted the capacity and appetite of residents to cycle more as set out in fig 1 below.

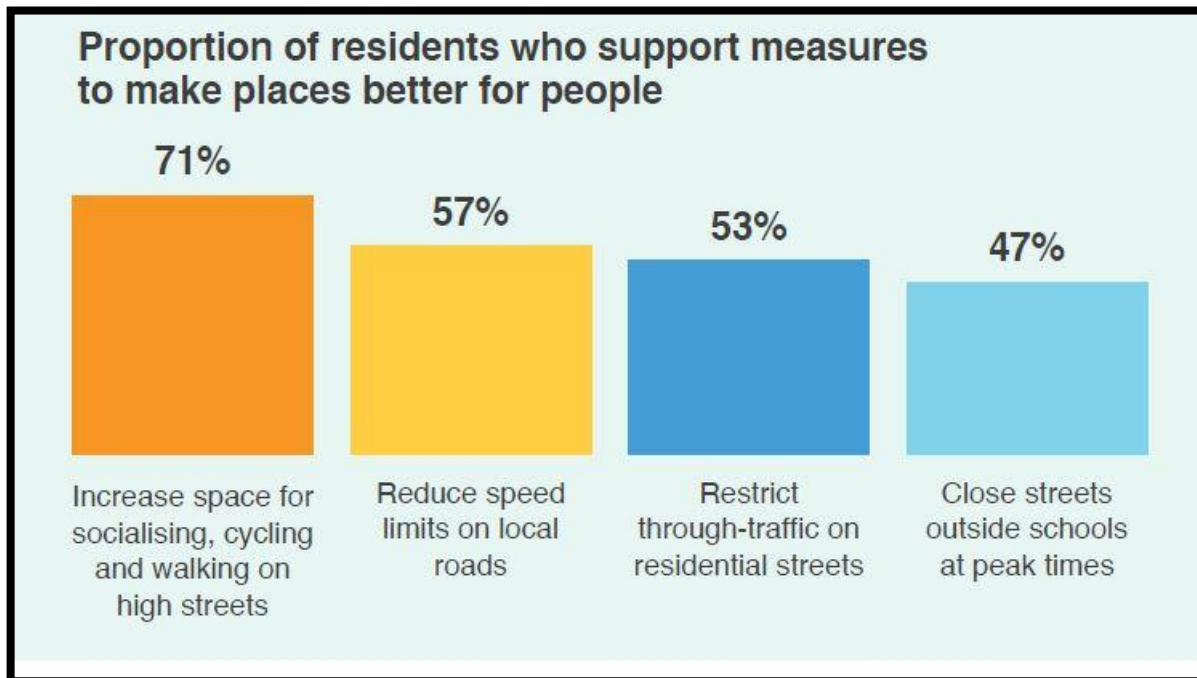
Fig 1





And the support for improving the streets for cycling and walking.

Fig 2



80% of residents in the Bike Life survey wanted more traffic free and physically segregated cycle infrastructure in order to cycle more which echoes research consistently showing that the biggest barrier to cycling is safety, particularly the perceived lack of safety of cycling with road traffic.

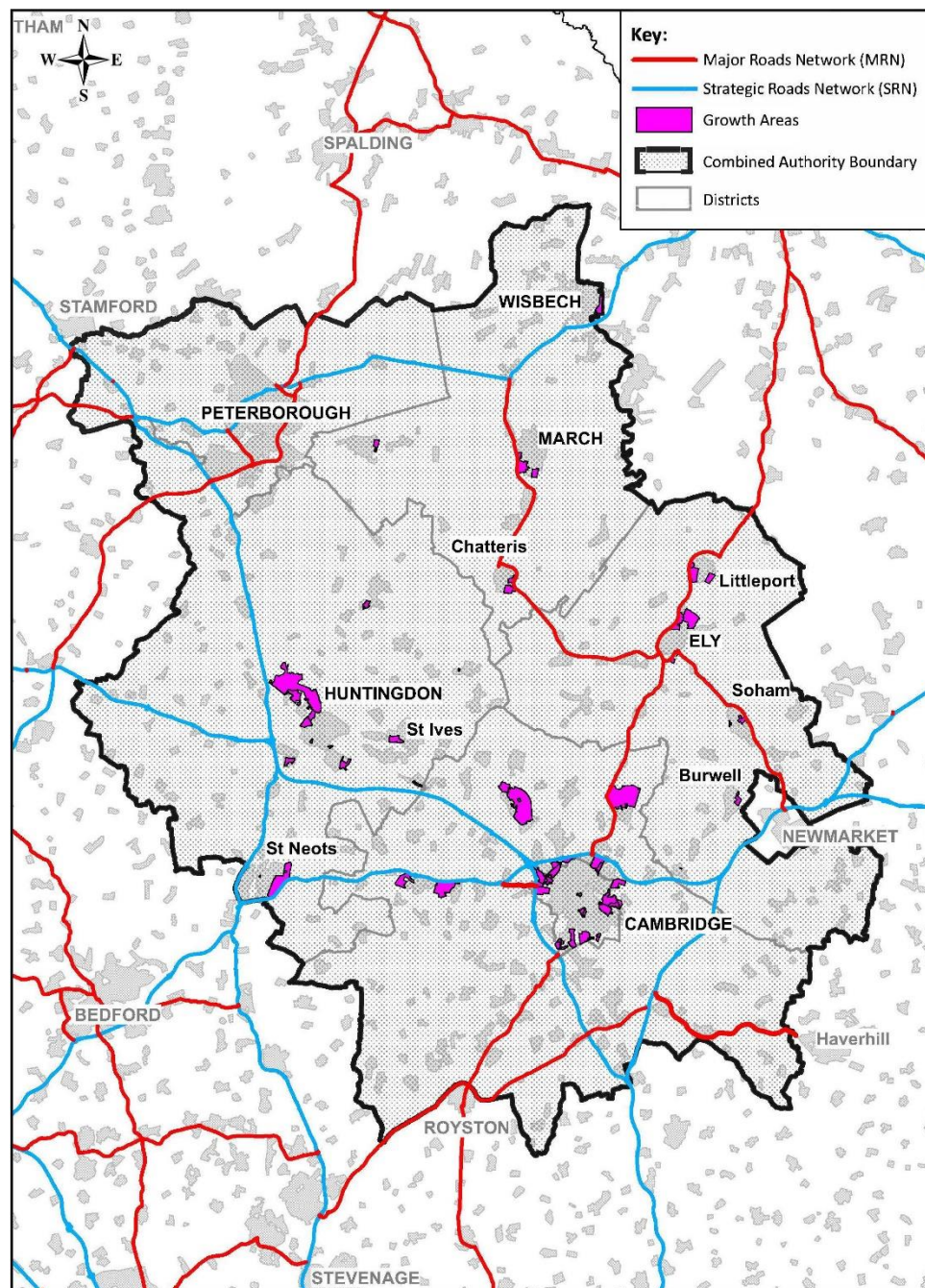




## 1. Local Context

Cambridgeshire is a diverse county, formed by Cambridge city, several market towns and large rural areas. Significant growth, is planned for much of the County as shown in Figure 3 below:

Figure 3. Growth in Cambridgeshire



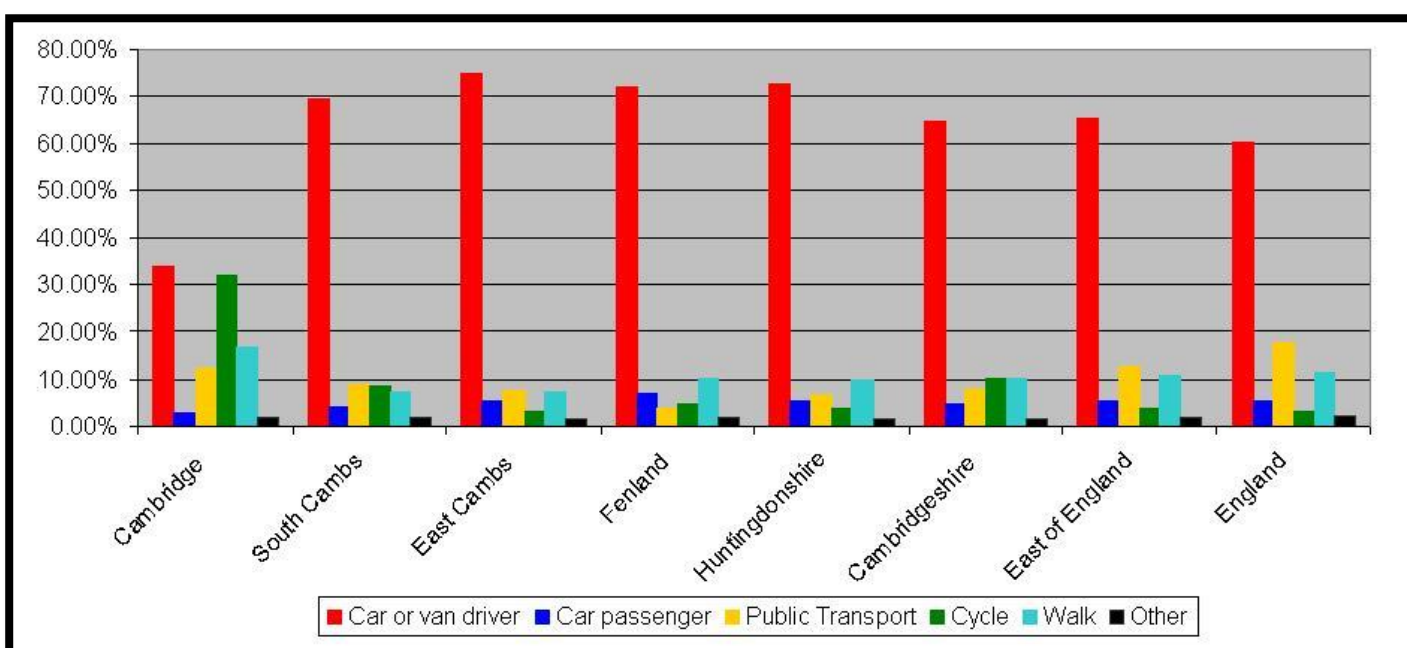
This growth will result in the region of 77,000 new homes and 68,000 new jobs by 2031 if all of the development planned is realised. Growth is predicted to be particularly high within the Greater Cambridge area with an additional 60,000 people, 33,500 new homes and 44,000 new jobs. Huntingdon is due to experience the next largest growth with 20,000 new homes and over 14,000 new jobs.



Cambridge and its neighbouring areas form a globally significant high-tech & biotech cluster and the economic success of the area make it a very desirable place to live and work as well as a significant trip generator from the other regions of the county. Traffic congestion is already a problem and a significant increase in the level of walking and cycling is needed to mitigate this growth and meet the target of a reduction in traffic levels of 10-15% (based on 2011 figures) in the Greater Cambridge area.

At the same time Cambridgeshire is a predominantly rural county and many of the rural areas, particularly in the north of the county, suffer from problems related to social exclusion so access to high quality cycle routes to key destinations for work, education and health care is an important part of the Combined Authority, County and Districts' transport policies.

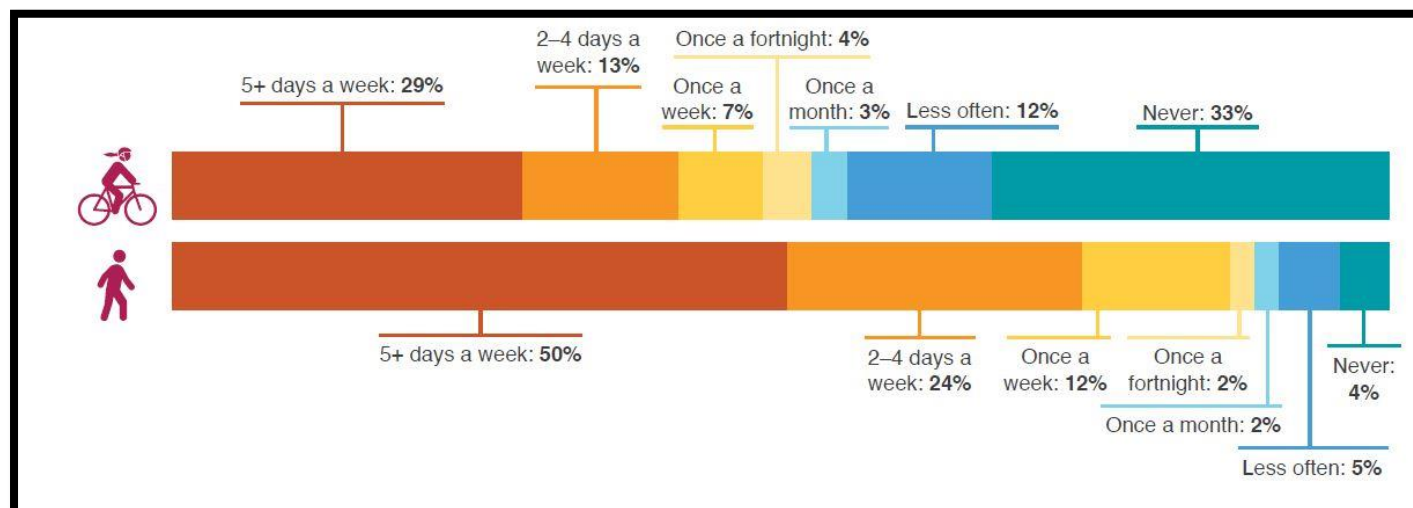
Fig 4 Travel to Work 2011 Census



As demonstrated in the graph above, the number of people travelling by cycle in Cambridge compared to other forms of transport is significantly higher than the rest of the UK. The 2011 Census data showed that travel to work by cycle in Cambridge was at 32%, an increase of over 12% since 2001 which is replicated in the 2018 Active Travel Survey showing 30.6% of residents cycling at least five times a week. The Cambridge cycling phenomenon is spreading to South Cambridgeshire with 8.5% of residents cycling to work, again an increase of 12% since the last census and reflected in the Active Travel Survey showing 9% of residents cycling at least five times a week. This is borne out by results of the Bike Life 2019 survey for Greater Cambridge as set out below.



Fig. 5 How often are residents of Greater Cambridge walking and cycling? (Bike Life Survey 2019, Sustrans)



The modal share, however, had decreased in the rest of the County with East Cambridgeshire at 3% (a decrease of 26%), Huntingdonshire at 3.9% (a decrease of 21%) and Fenland at 4.9% (a decrease of 34%). There are pockets, however, where the cycling levels are shown as higher such as in St. Ives East where 6.8% cycled to work in 2011.

The Active Travel Survey showed that 2.3% of Fenland residents cycled at least five times a week which is lower than the national average of 3.3% whilst East Cambridgeshire and Huntingdonshire were slightly higher at 5%. An important part of the challenge, therefore, is to spread the culture of cycling out further to the surrounding districts whilst increasing the already high levels in the Greater Cambridge area in order to mitigate growth.

With regard to walking levels the whole County had an increase in journeys to work on foot of between 9-14% according to the Census figures, with Fenland increasing to 10.3%. However, the Active Travel Survey 2018 showed that Fenland had a relatively low level of walking nationally whilst Cambridge had amongst the highest levels with a third of residents walking five times a week.

## 2. Policy

*‘More people cycling and walking more safely more often’*

The directly-elected Mayor and the Cambridgeshire and Peterborough Combined Authority (CPCA) hold strategic powers and are the Local Transport Authority for the Cambridgeshire and Peterborough area. The



Mayor sets the overall transport strategy for Cambridgeshire and Peterborough and is responsible for the CPCA Local Transport Plan which was approved by the CPCA board in January 2020. Included in the Local Transport Plan are the objectives to:

- Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
- Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles

The document also includes policies for walking and cycling which aim to:

- Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns
- Increase the number of cycling trips through establishing safe and interconnected cycling links across the region's cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact.

In line with this plan the CPCA's Local Transport Plan 2020 sets an overall strategy of investing in world-class walking and cycling facilities which will create sustainable travel opportunities, reduce traffic flows and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. It also states the need to ensure that walking and cycling, already popular transport modes within certain areas of the Combined Authority such as Cambridge, become more widespread across the region.

This document has taken into account the existing district and market town transport strategies, and will feed into future delivery plans as well as emerging district and market town transport strategies.

District documents have also been taken into consideration such as the Huntingdonshire Infrastructure Delivery Plan and Prospectuses for Growth for some of the market towns.



### 3. LCWIP Cycling



#### 3.1 Methodology

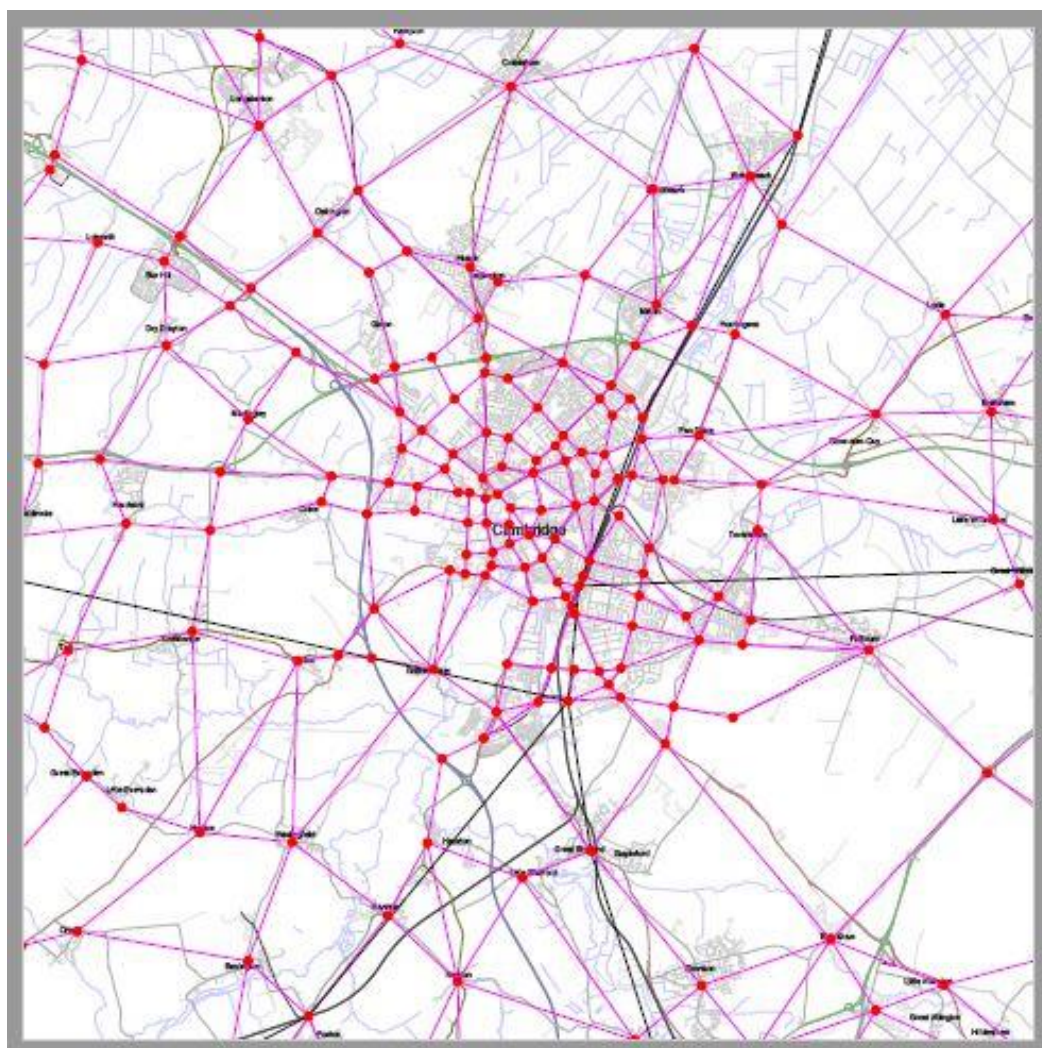
As part of the LCWIP process, a working group was formed in July 2018 comprising Cambridgeshire County Council officers and different local stakeholders including Camycycle, Cycling UK and the British Horse Society. The group decided that the LCWIP should cover the whole County.

Following Department for Transport (DfT) recommendations, the 2011 Census data has been utilised as the key data source. This is the only data set available which gives the necessary level of detail for existing journeys to work. The Census 2011 origin destination data table WF02EW “Location of usual residence and place of work (OA/WPZ level)” is the specific baseline data. This data provide origin and destination information for all trips between each output area (OA) and workplace zone (WPZ).

A number of nodes were designated for the County, typically placed in the centre of villages, major junctions, and at train stations. Each of these nodes was connected with links that give a resulting potential cycling network of 534 ‘nodes’ and 1022 ‘links’. Below is an example of what this looks like for the Cambridge area.



Fig 6 node map with links for the Cambridge area:



Additional links were added directly between railway stations and designated as railways links not cycle links. An assumption was made that if a workplace zone is located in Inner London and the usual residence is close to a railway station, then a cycle route from the Cambridgeshire residence to the railway station would be modelled. In addition, if the destination was close to a railway station and the origin was within cycling distance of a railway station, then the trip was modelled as a cycle to the station and then a walk or cycle from the station to the destination.

All of the trips from the *2011 Census Data* were mapped, establishing the cycling distance for each trip. This distance was then analysed using a propensity to cycle tool, establishing that the peak distance for cycling is at 2km with the majority of cycle trips between 1km and 5km. We assumed that at a distance of 10km, the propensity to cycle is one third of the propensity for cycling at 2km. At 20km, it is just 4%.



We mapped the origin and destination trips for 0-6km, 6-8km and 10km which offer a visual indication of what journeys the future cycle network should cater for. The images below show how these look for journeys up to 6km in length for the different districts.

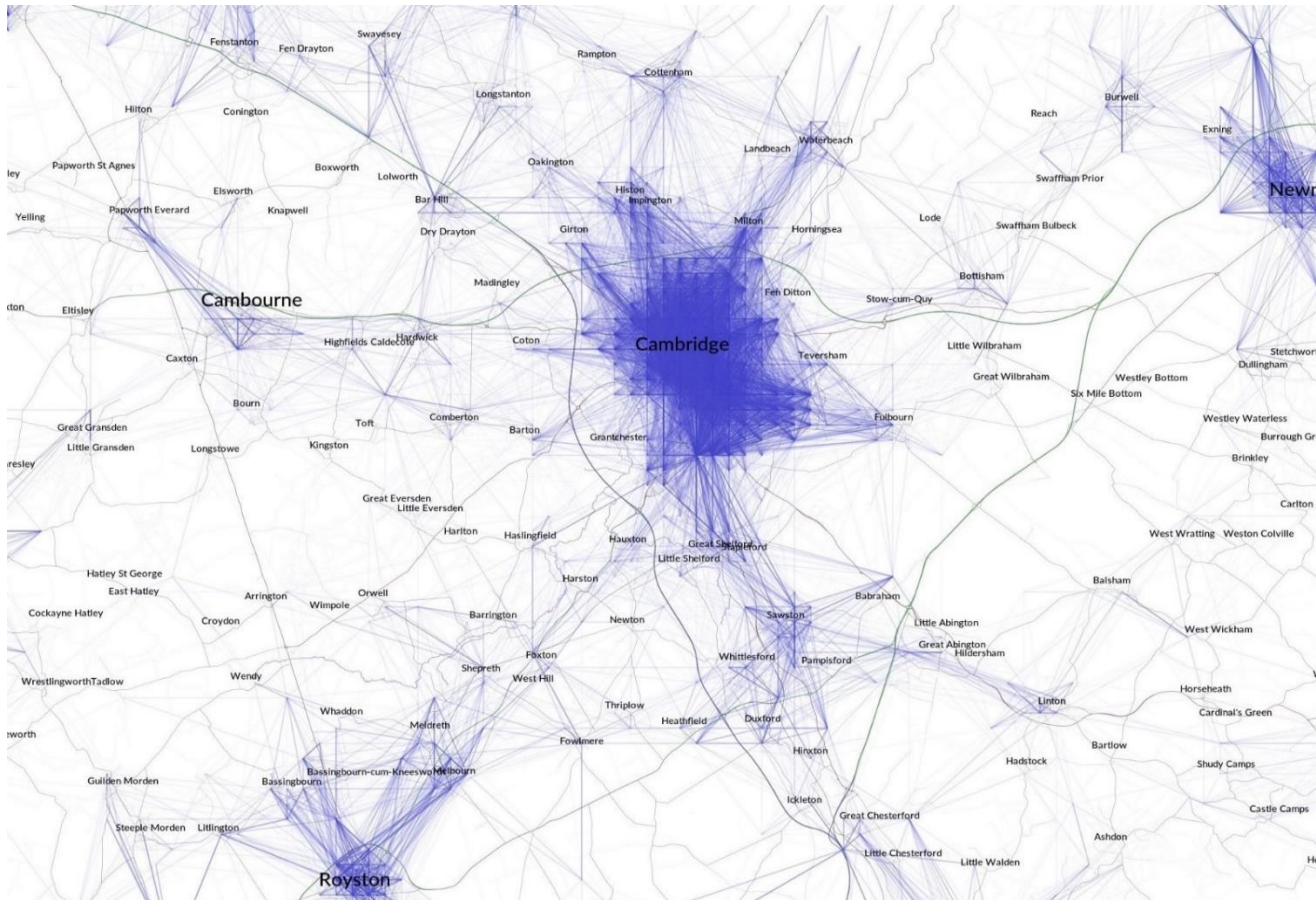




Fig 8: East Cambridgeshire

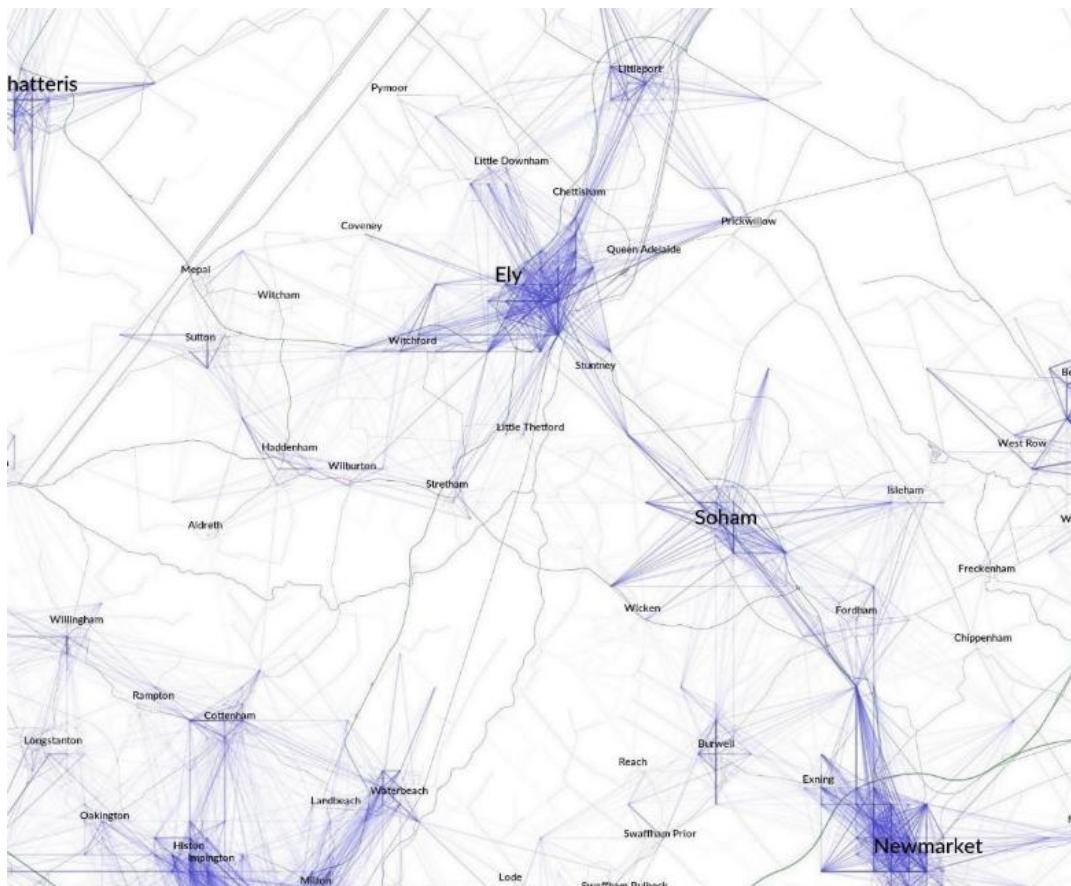


Fig 9: Huntingdonshire

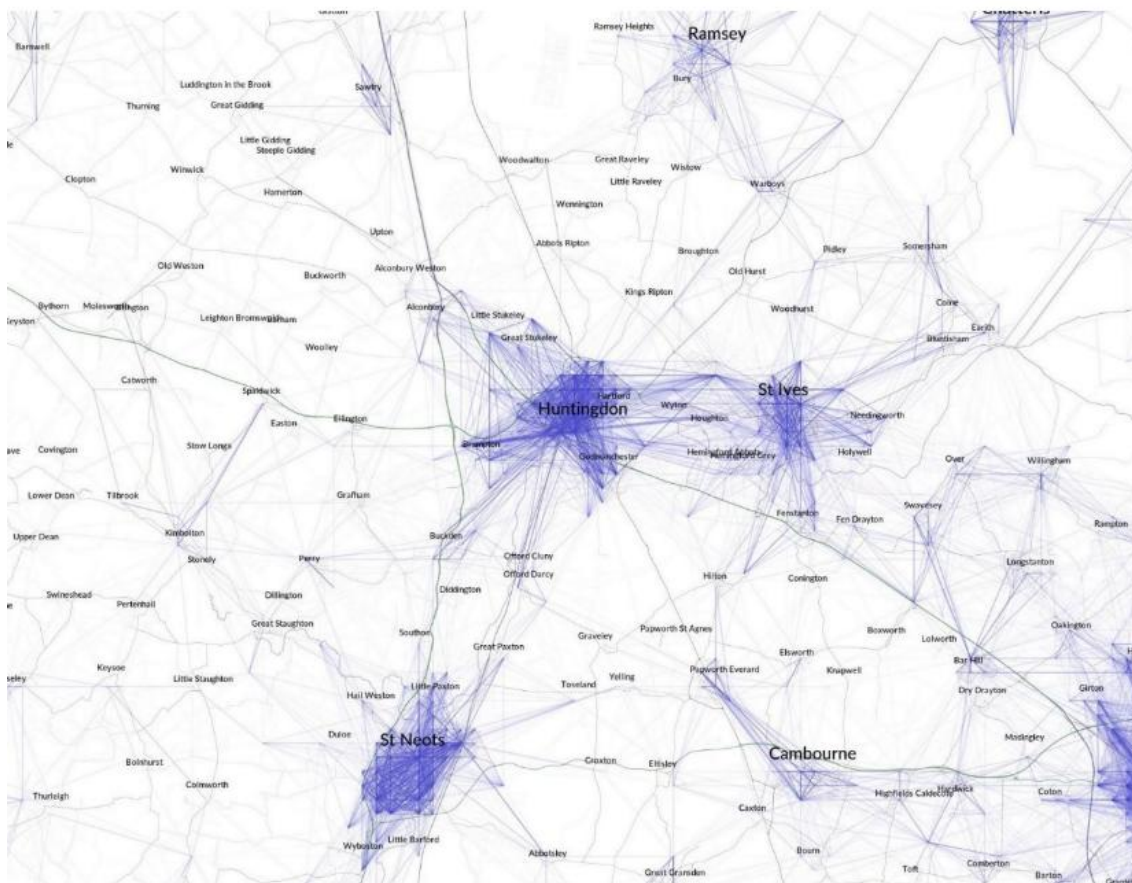
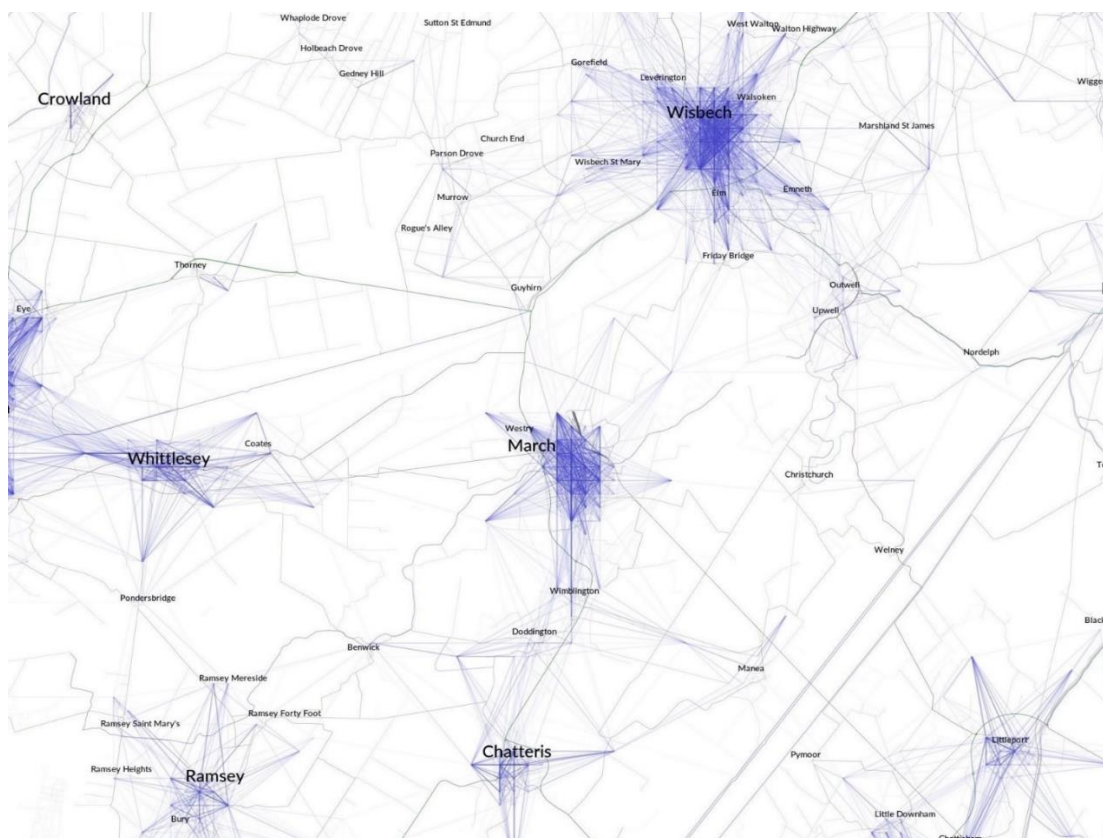




Fig 10: Fenland



In order to future proof our analysis we also factored in future growth (as set out in fig. 1) and so took into account the planned developments in the County. In doing so an assumption was made that there would be 2.4 people per dwelling and that 70% of those people would commute to work (based on the 2011 census).

The modelling compared the propensity to cycle based on a route with no cycle infrastructure to one with high quality infrastructure by doubling the distance of each route if no infrastructure is provided. This then determined the number of additional people that could be attracted to cycle each route if improvements are made.

The number of additional people cycling was divided by the distance of any proposed scheme in order to calculate the value of each proposed scheme. This only takes into account commuting traffic. It is important to highlight that the distance of any given scheme has an impact on the total estimated costs, thus the value is lower on longer proposed schemes. This value figure is just for comparative purposes and in the case of a project moving forward further assessment would be needed using a tool such as the DfT's WebTAG unit A5-1 to obtain a Benefit Cost Ratio



Following on from this analysis, we obtained a list of the most highly scoring links for all of the districts: Cambridge, South Cambridgeshire, Huntingdonshire, East Cambridgeshire and Fenland.

These links were then translated into routes. To this list were then added some additional routes which were felt to be important gaps in the network which had been identified through other means such as the CPCA LTP, Cambridgeshire County Council's Transport Investment Plan process, Area Action Plans district Local Plans, and associated Supplementary Planning Documents.

The Greenway routes, proposed by the Greater Cambridge Partnership, which span from South Cambridgeshire into Cambridge were added. Sections of these routes were highlighted by the process as set out above but we felt it was easier to keep these routes separate given the work already undertaken. These Greenway routes currently consist of a mixture of existing, but often substandard, infrastructure and gaps in the network and aim to improve commuter connections from the necklace villages around Cambridge into the city as well as to the village colleges/secondary schools. Undertaking feasibility work on the routes has been funded by the Greater Cambridge Partnership and they have been consulted on from a very early stage with stakeholders and local residents inputting into the options for each route. Consultation has shown high levels of support for the individual routes which have all been costed and prioritised.

**Appendix 1** shows the mapped routes for each district as well as planned and funded schemes and the existing network.

### **3.2. Cycle Infrastructure Improvements**

Given the resources available and the large area that the LCWIP is covering the assessment of each route and proposals for improvement are indicative and have been undertaken at a high level. The Active Travel trial schemes which have been or are about to be implemented in response to Covid-19 are reflected in the proposals and will either become permanent or will help to inform more permanent improvements.

For design we will refer to current guidance, especially the Department for Transport's LTN 1/20 Cycle Infrastructure Design (DfT) and 'Gear Change' document (2020), as well as considering the Sustrans Handbook for Cycle Friendly Design and LTN 1/12 Shared Use Routes for Pedestrians and Cyclists. The emerging GCP NMU Policy Framework usefully references guidance documents for all non-motorised users including horse riders, pedestrians, wheelchair users and mobility scooter users all of whom need to be considered when designing cycle routes. In rural and semi-rural areas it will be particularly important to provide for equestrians. Acknowledging the constraints of land, landscape, heritage, drainage and local



priorities our proposals will aim to meet the standards set out in the guidance with an ambition to exceed the standards where possible particularly where there are forecast to be high levels of usage.

Many of the streets in urban areas and high streets in the villages are difficult to significantly improve for cyclists given the widths available and here the focus is on reducing the speed of traffic. In some cases it may be possible to reduce the volume of traffic by limiting motor vehicular traffic travelling through the area. The 'Healthy Streets' approach <https://healthystreets.com> should be a guide when implementing improvements in these areas.

In Cambridge the Greater Cambridge Partnership, a partnership of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and the University of Cambridge, is looking at methods of reducing motor vehicular traffic within the city, particularly the central area, and a review of bus routing which may provide the opportunity to make improvements in the constrained city centre streets for both cycling and walking as well as increase the safety of major junctions in the city.

In addition to the specific infrastructure schemes we would also aim to increase cycle parking in areas of high demand such as in town centres, train stations, local shopping centres, schools and community facilities. As part of further feasibility work on schemes installation of cycle parking would be included where appropriate.

### 3.3. Prioritisation

Using Cambridgeshire County Council's criteria for prioritising cycling schemes (Cambridge Area Cycleways Programme – Prioritisation Process April 2006) and the example prioritisation table within the Department for Transport LCWIP technical guidance as a basis, we developed the following prioritisation criteria for our cycling schemes as shown in figure 11 below:

Fig 11:

ECONOMY				
Criteria	Score 0	Score 1	Score 2	Score 3
Value score - Based on distance and number of additional cyclists	0-0.1	0.1 – 0.5	0.5 - 1	>1



Partial funding available	No	Yes		
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EFFECTIVENESS				
Criteria	Score 0	Score 1	Score 2	Score 3
Forecast increase in cycling trips	<100 cyclists/day (one way trips)	100-200	200-500	>500
Improvements in road safety	No improvements	Smaller improvement such as improved lighting, signage etc.	Medium actions such as improved crossings, segregation etc.	Significant actions to improve safety where existing road safety issues have been identified

POLICY				
Criteria	Score 0	Score 1	Score 2	Score 3
Improved transport connections	No improvements	Would provide part of a journey to a transport interchange	Scheme covers majority of journey to a transport interchange	Links to key transport interchanges
Provides a route to school	No	Would provide part of the journey to school	Scheme covers majority of journey to school	Scheme provides key link to school



DELIVERABILITY				
Criteria	Score 0	Score 1	Score 2	Score 3
Scheme feasibility or deliverability	Land ownership, political opposition or other issue unlikely to be overcome	Land ownership, political opposition or other issue which is likely to delay the scheme	Land ownership, political opposition or other issue likely to be overcome	No evident issues, scheme feasible to be undertaken.
Environmental constraints	Environmental constraints unlikely to be overcome	Environmental constraints likely to delay the scheme	Environmental constraints which are likely to be overcome	No issues, scheme feasible to be undertaken

CONNECTIVITY				
Criteria	Score 0	Score 1	Score 2	Score 3
Integration with other schemes	No links	Will link to one other route	Will link to 2 other cycling routes	Will link to 3 or + other cycling routes
Contribution of the scheme to the overall network development	No contribution	Scheme to partially fill in the missing link in the cycle network	Scheme to fill in the majority of the missing link in the cycle network	Scheme to fill in the totality missing link in the cycle network

The prioritisation matrices for each of the districts can be found in **Appendix 2** of the report.

The Greenways, as a Greater Cambridge Partnership project, used a slightly different set of criteria as set out in figure 12 below.



Fig 12:

Cost Benefit Analysis		Stakeholder Support		Strategic Fit	
BCR = 1.5 +	3	Well supported	3	Significant	3
BCR = 1 - 1.49	2	Limited support	2	Some	2
BCR = 0 - 0.99	1	Unknown	1	None	1

Deliverability:Landowner negotiation & statutory processes expected to be:		Current Provision	
Minimal	3	No alternative currently available	3
Unknown/Potentially significant	2	Poor alternative currently available	2
Extensive	1	Good alternative currently available	1

The Greenway routes in order of priority are set out in figure 13 overleaf. More detail on all of the Greenways can be found here [Greater Cambridge Greenways - Greater Cambridge Partnership](#)

Fig 13:



CRITERIA BASED ASSESSMENT MODEL FOR PRIORITISING GREENWAYS											
	Economic case		Stakeholder support		Strategic fit		Current provision		Deliverability		
Weighting	x 5		x 4		x 6		x 2		x 3		
LOCATION	Scoring	Priority	Scoring	Priority	Scoring	Priority	Scoring	Priority	Scoring	Priority	Overall Score
<b>WATERBEACH</b>	3	HIGH PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	55
<b>FULBOURN</b>	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	54
<b>MELBOURN</b>	2	MEDIUM PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	53
<b>ST IVES</b>	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	1	LOW PRIORITY	3	HIGH PRIORITY	52
<b>COMBERTON</b>	1	LOW PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	47
<b>LINTON</b>	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	46
<b>SAWSTON</b>	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	44
<b>HASLINGFIELD</b>	3	HIGH PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	41
<b>BARTON</b>	2	MEDIUM PRIORITY	3	HIGH PRIORITY	1	LOW PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	36
<b>SWAFFHAMS</b>	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	35
<b>BOTTISHAM</b>	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	33
<b>HORNINGSEA</b>	1	LOW PRIORITY	2	MEDIUM PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	29

Maps showing the top prioritised routes for each district can be found in **Appendix 3**.



## 4. LCWIP Walking



### 4.1 Methodology

As outlined in previous sections of this report, the LCWIP is a countywide Strategy. Due to the size of the area, we have focused the analysis on Cambridge and the larger Market Towns, which are Chatteris, Ely, Huntingdon, March, Soham, St Ives, St Neots, Wisbech and Whittlesey. As the largest settlement in South Cambridgeshire we have also included Cambourne.

For each location we have identified a core walking zone as set out in the Department for Transport LCWIP Technical Guidance. The core walking zone consists of a number of walking trip generators located close together and is generally the town centre area. We have included shopping areas, transport hubs, business parks/employment areas, schools, leisure centres and community buildings as trip generators outside the core walking zone and mapped the main walking routes to these. We have used the Cambridgeshire County Highways footway maintenance hierarchy classification to inform choice of routes to include those footways which are in the top four categories. The core walking zone includes most of the footways which are in category 1.

The County Council's Market Town Transport Strategies and emerging District Transport Strategies have identified priorities for improvements for walking and these have fed through into the County Council's Transport Investment Plan (TIP) which is reviewed and updated every year. These identified schemes also inform this walking plan. Many of the routes are also priorities for cycle improvements. Maps setting out the proposed priority walking routes and core zones can be found in **Appendix 4**, they also highlight those routes which are both walking and cycling priorities.

The aim is to encourage more people to walk when making short journeys and we hope to do this by focusing on the identified streets and core walking zones to make them pleasant and attractive places to be with the



implementation of the following types of improvements, again using the Healthy Streets approach as a guide:

- 20mph speed limit within the Core Walking Zones and residential areas
- Widening footways to 2m, wider in the city/town centres or on routes to school where space allows.
- Lighting improvements
- Resurfacing
- Signage/wayfinding
- Removal of any barriers that cause an obstacle to pedestrian movements, particularly for those with disabilities
- Levelling any footway with a steep camber where possible in order to make it usable for those in a wheelchair or with mobility problems.
- Addition of crossings where needed
- Dropped kerbs and tactile paving at all crossing points
- Narrowing side roads junctions to reduce vehicle speeds and implement priority style treatment where appropriate - see fig. 14 below as an example of what this can look like.
- Seating
- Improvements to the public realm such as additional planting where possible
- Consideration of limiting motor vehicle through traffic where appropriate

Fig. 14





We also propose a number of generic interventions, as set out below, to improve walking in the rest of the villages and rural areas that were not analysed as part of the LCWIP exercise and as part of this have considered some of the matters outlined in the *Rights of Way improvement Plan (2016)* to establish our proposals. We will also ensure that any improvements to bridleways are also beneficial to those riding horses.

- Lower speed limits
- Improvement of way marking for Public Rights of Way (PROW)
- Improved accessibility – ie. replacement/removal of gates and barriers that make access to PROW paths difficult for residents with mobility or visual impairment

## 4.2 Prioritisation

Once identified the walking routes were then audited (*by Sustrans*) and scored using the Walking Route Audit Tool, which can be found in **Appendix 5**. These audits then fed into a prioritisation matrix for Cambridge and each of the Market Towns based on the one used for cycling schemes. Figure 15 below sets out the criteria:

Fig 15:

WALKING ROUTE AUDIT				
Criteria	Score 0	Score 1	Score 2	Score 3
Score based on attractiveness, comfort, directness safety and coherence	≥ 30	25 - 29	20 - 24	0-19



<b>EFFECTIVENESS</b>				
<b>Criteria</b>	<b>Score 0</b>	<b>Score 1</b>	<b>Score 2</b>	<b>Score 3</b>
Improvements in road safety	No improvement	Minor improvements such as drop kerbs, tactile paving, lighting	Medium improvements such as uncontrolled crossings.	Significant improvements such as zebra or signalled crossings and new or widened footways.

<b>POLICY</b>				
<b>Criteria</b>	<b>Score 0</b>	<b>Score 1</b>	<b>Score 2</b>	<b>Score 3</b>
Improved transport connections	No bus stops or train stations on route	Limited bus stops on route	Some bus stops or taxi ranks on route or forms part of route to train station	Provides key link to bus or train station.
Provides a route to school	No school on route	Provides connecting link to school	School within 50m	School gates on route

<b>DELIVERABILITY</b>				
<b>Criteria</b>	<b>Score 0</b>	<b>Score 1</b>	<b>Score 2</b>	<b>Score 3</b>
Scheme feasibility or deliverability	Land ownership, political opposition or other issue	Scheme relies on verge use and road space reallocation to	Scheme relies on minor road space reallocation	No evident issues.



	unlikely to be overcome	improve footway width or provide crossing likely to delay the scheme		
Environmental constraints	Significant environmental constraints (water/tree removal)	Vegetation clearance and full verge removal	Limited vegetation clearance or minor verge removal	No environmental constraints

CONNECTIVITY				
Criteria	Score 0	Score 1	Score 2	Score 3
Contribution to the network	Path is outlying facility	Provides limited connectivity	Provides linking facility with residential streets	Provides key urban links

The prioritisation matrices for Cambridge, Cambourne and the Market Towns can be found in **Appendix 6** of the report.

### 4.3 Cambridge

Cambridge is a compact city with around 124,000 residents according to the *2011 Census*. 24,506 of these residents are students of the two universities based in the city, the world-renowned University of Cambridge and Anglia Ruskin University.

Cambridge city centre includes University of Cambridge buildings and college buildings as well as retail, food and drink businesses and the Market Square which has a 7 day a week market. The footfall in the area is high with different trip purposes: work, leisure, studying, shopping and tourism amongst others.

The Core Scheme has been a phased project over the last 25 years which has restricted motor vehicles usage in some key city centre streets, initially with the use of rising bollards and more recently with camera



enforcement. The Greater Cambridge Partnership City Access project aims to reduce vehicular traffic in Cambridge, particularly the central area and this should provide the opportunity to enhance the public realm for the benefit of those travelling on foot or by cycle.

Cambridge City Council have been working on planning guidance for the city centre called 'Making Space for People' currently in draft form. It covers the central area as well as Hills Road to the Station and beyond to Cambridge Leisure, Mill Road and the Eastern Gateway area (see figure 15 below). The document highlights the need to reduce the dominance of motor vehicles in this area and the baseline report identified the following key issues for people walking:

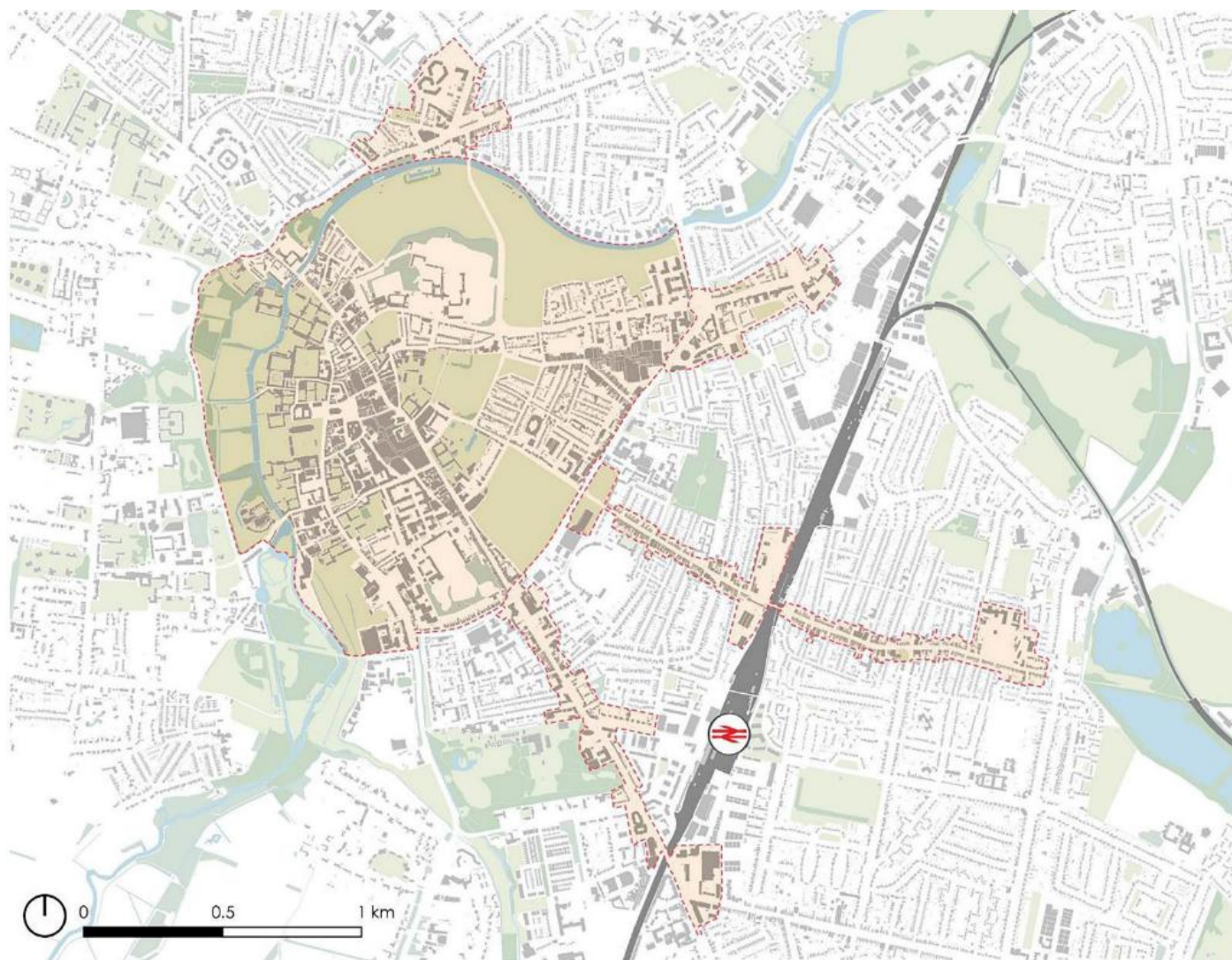
- Achieving greater pedestrian priority in more city centre streets
- The interaction between cyclists and pedestrians in key streets
- Wayfinding
- Street lighting and personal safety after dark
- Pedestrian safety and convenience at key junctions and routes

The area covered by the 'Making Space for People' guidance (see figure 15) is a priority for pedestrian movement and all of the key streets fall within category 1a - 2 of Cambridgeshire County Council Highways Footway Maintenance Hierarchy as well as key off-road paths.

Cambridge City Council is also working on changes to the Market Square which are focused on significant improvements for those on foot with more seating, more space, and more consistent and accessible surface materials.



Fig 15: Making Space for People Area



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Following the methodology used for the Market Towns we identified significant trip generators outside of the central area such as the Biomedical Campus in the south of the city, the West Cambridge site in the west and the Science Park in the north, all of which are major employment sites. We have also shown the secondary schools and colleges outside the city centre. The mapped routes are to these trip generators and also include neighbourhood centres such as Chesterton and Cherry Hinton High Streets.



## 5. Summary and conclusion

Cambridgeshire is a diverse county but with its flat terrain and compact city and market towns it offers a great opportunity to increase the number of local journeys made on foot and by cycle.

The Greater Cambridge area already has a strong cycling culture and the Bike Life survey underlined residents' support for more segregated cycle routes away from traffic. These routes are needed to persuade more people to get on their bikes and mitigate the effects of growth on the city's traffic levels.

Cycling and walking, both for short trips, and when longer journeys are combined with bus and rail, brings better accessibility to employment, education and services across the County. When walking and cycling are part of an everyday journey to work, school, leisure activities and shopping it is an easy way to stay fit and healthy both mentally and physically. More active travel leads to better productivity, less congestion, better air quality, increased footfall in shops, a better sense of community in an area and more vibrant places to live, work and visit.

The LCWIP forms part of the continuing work to increase the level of walking and cycling throughout Cambridgeshire. As set out in the Department for Transport guidance it identifies key arterial routes based on origin – destination data in order to replace short car journeys with walking and cycling as the mode of travel of choice, and will help to form the basis for future funding bids. The LCWIP is not a static document and will be reviewed and updated as work such as the Market Town strategies, High Street funding bids and Prospectuses for Growth progress and circumstances change.



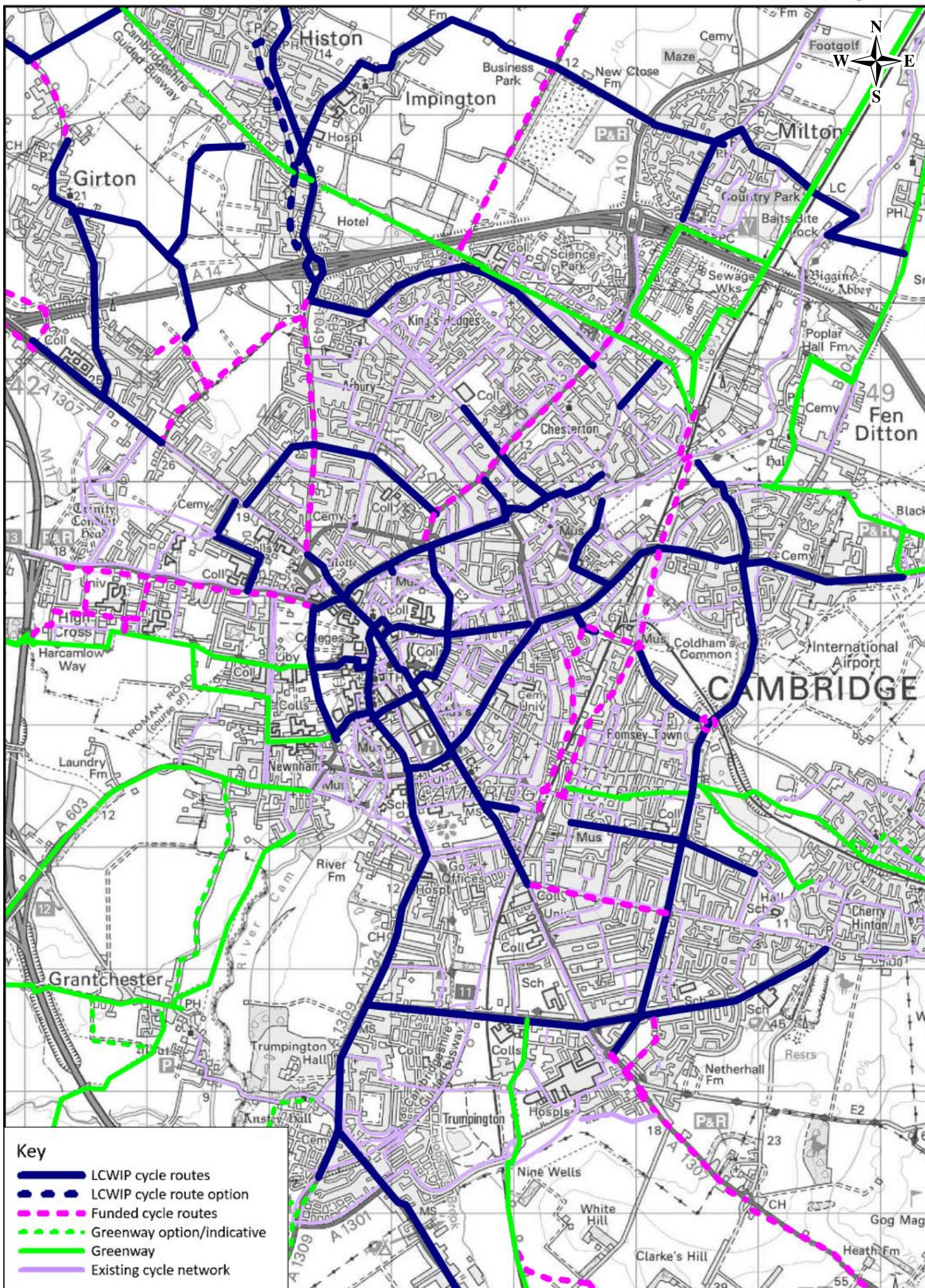






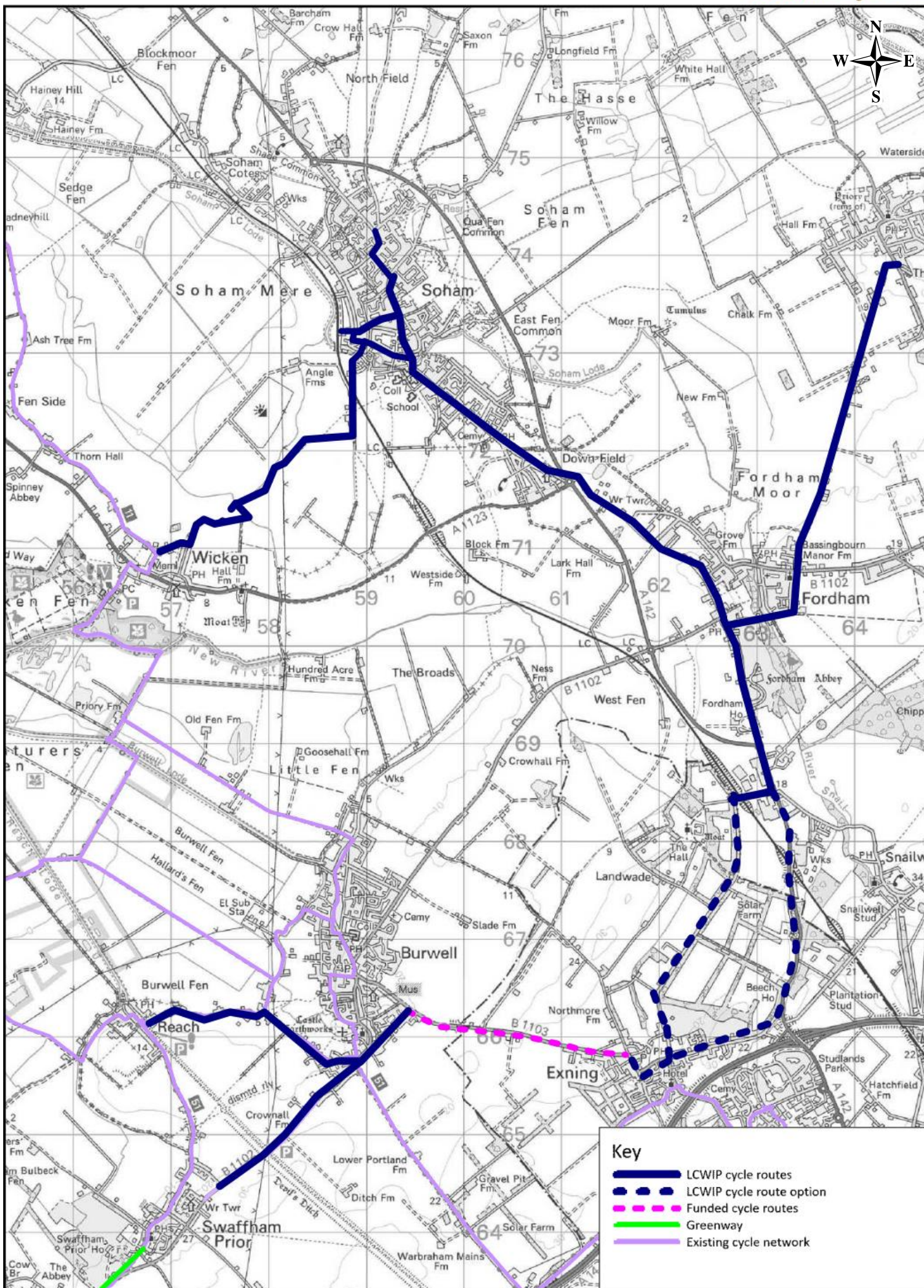


# Cambridge Cycle Routes



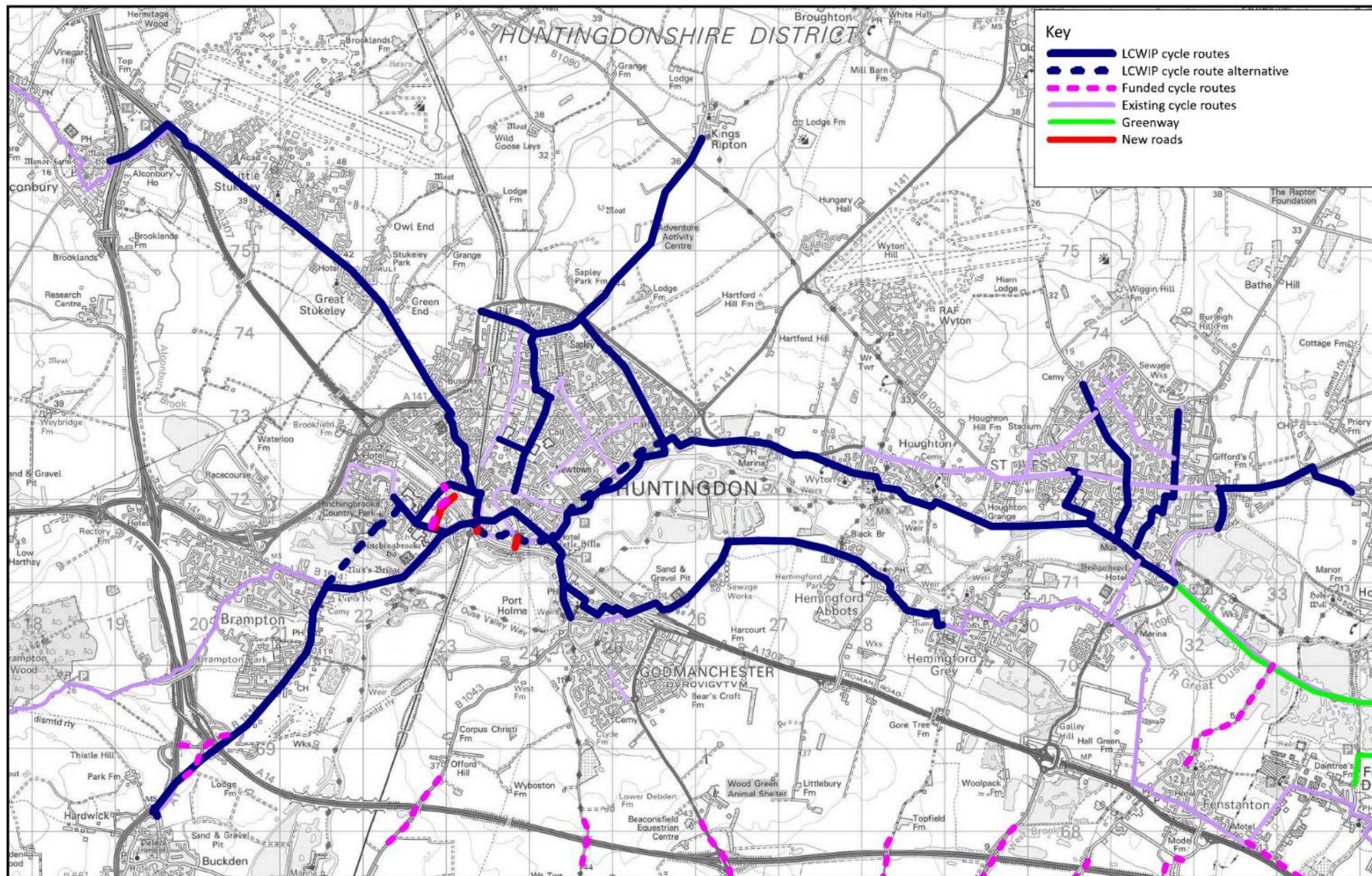


# East Cambridgeshire cycle routes 2



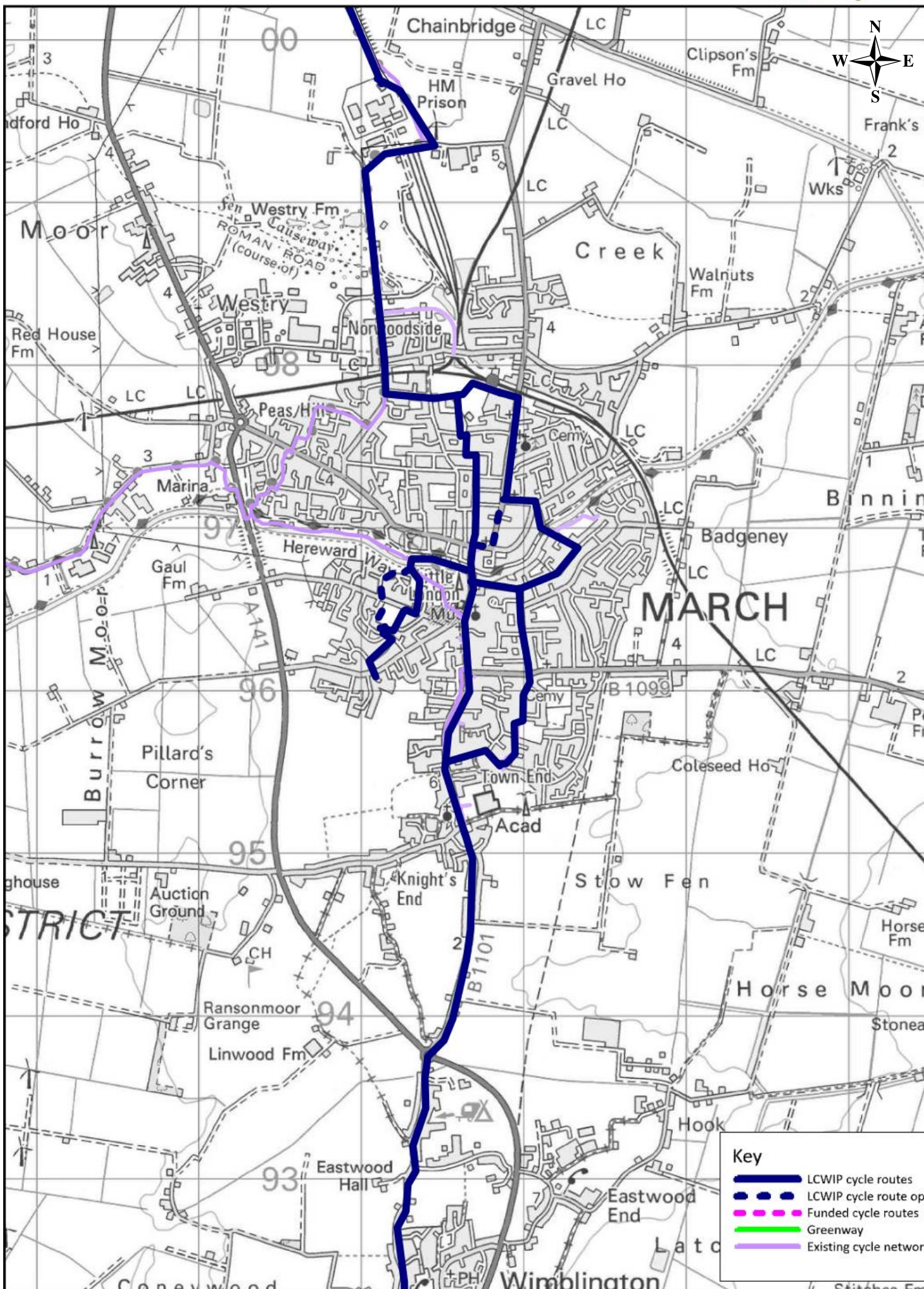


# Huntingdon and St. Ives Cycle Routes



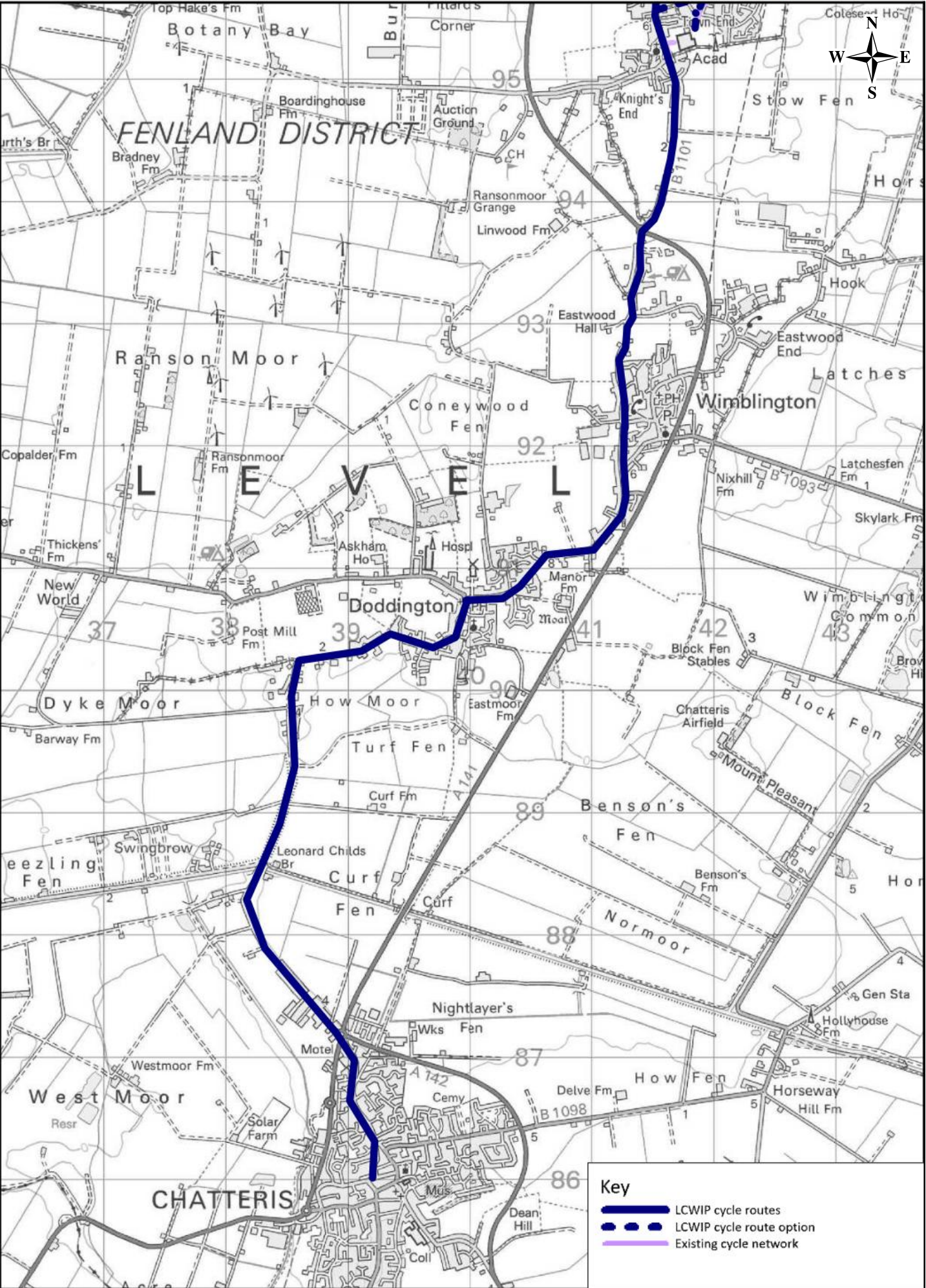


# March Cycle Routes



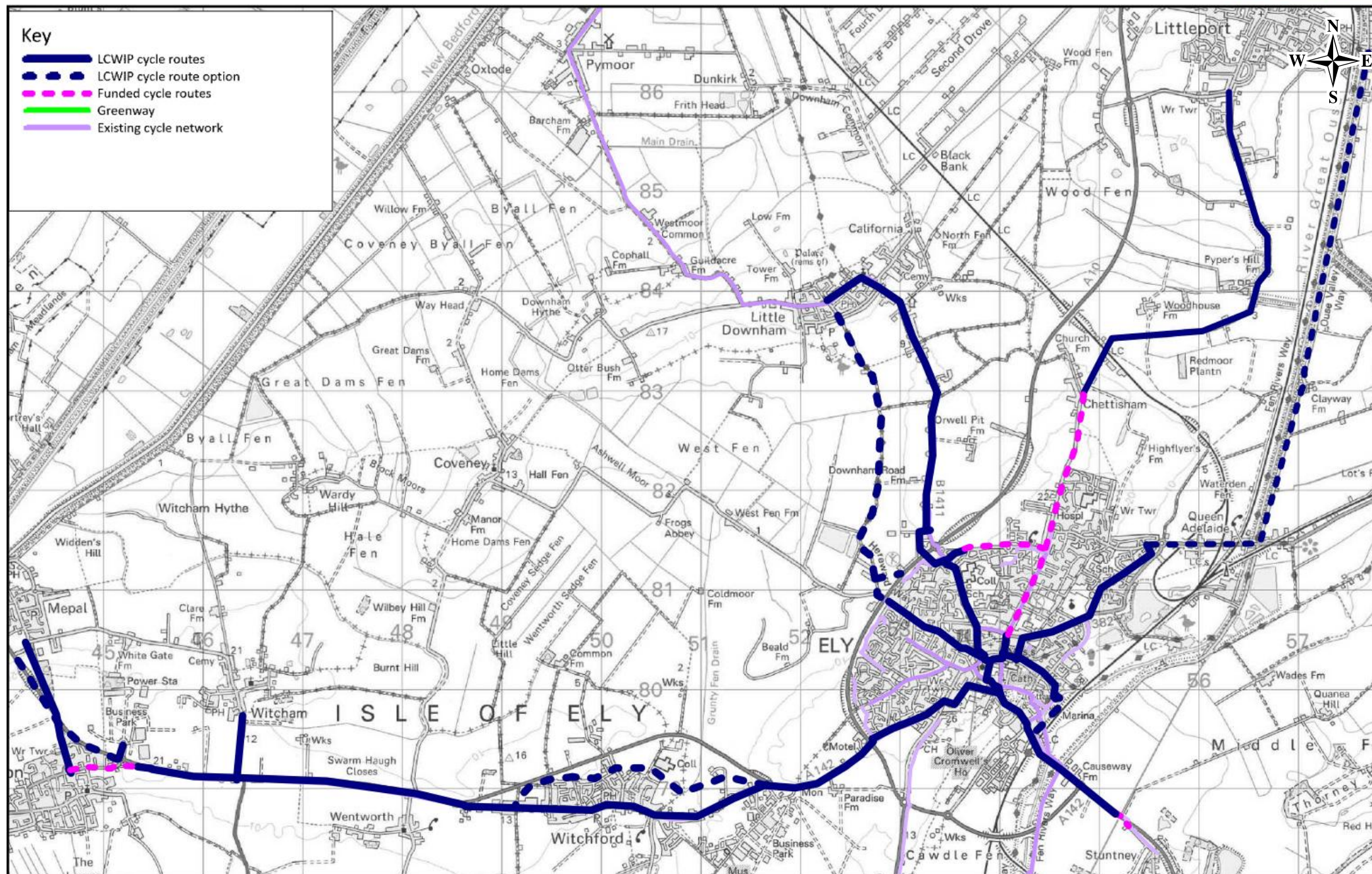


# Chatteris - March LCWIP cycle routes



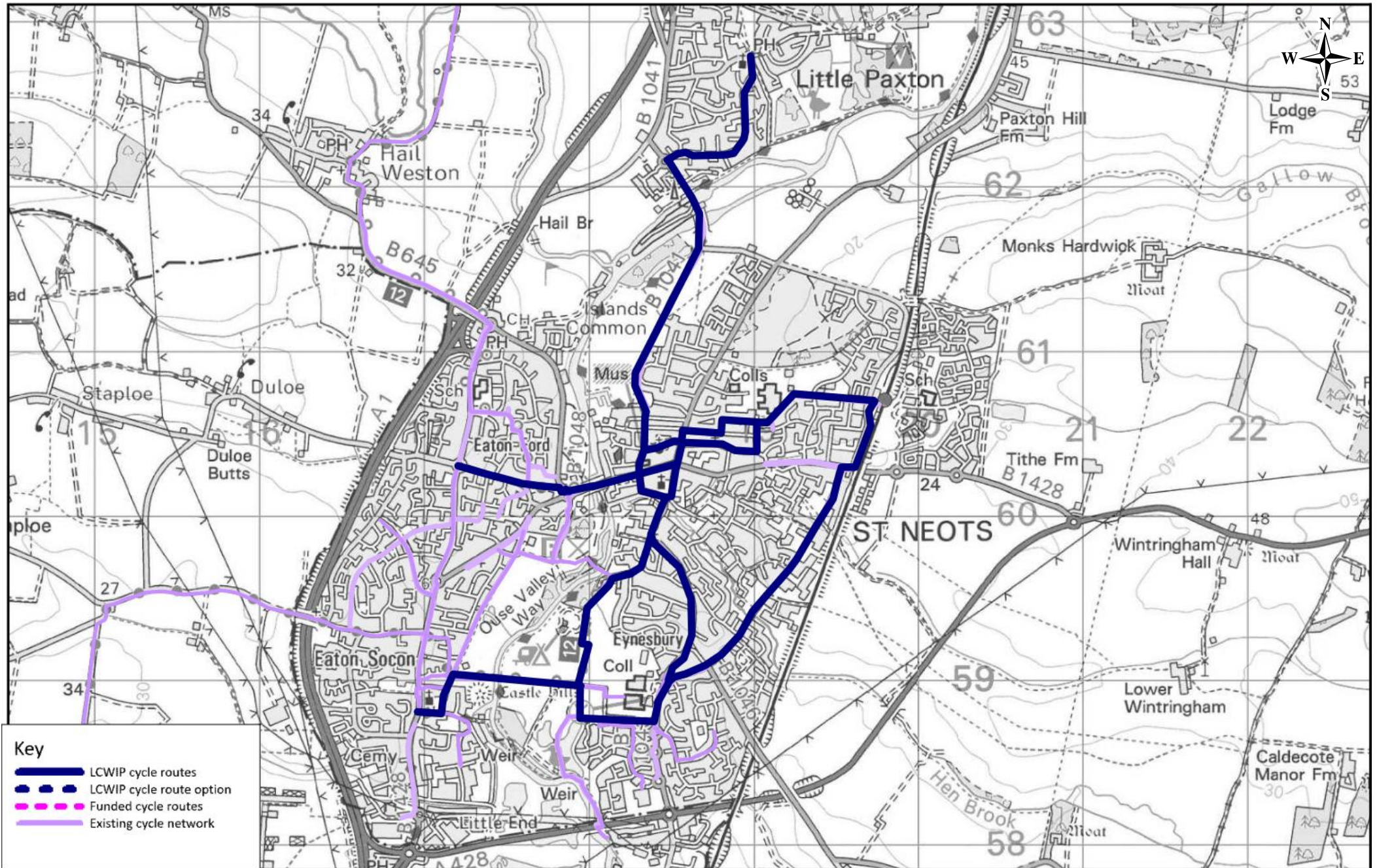


# East Cambridgeshire Cycle Routes



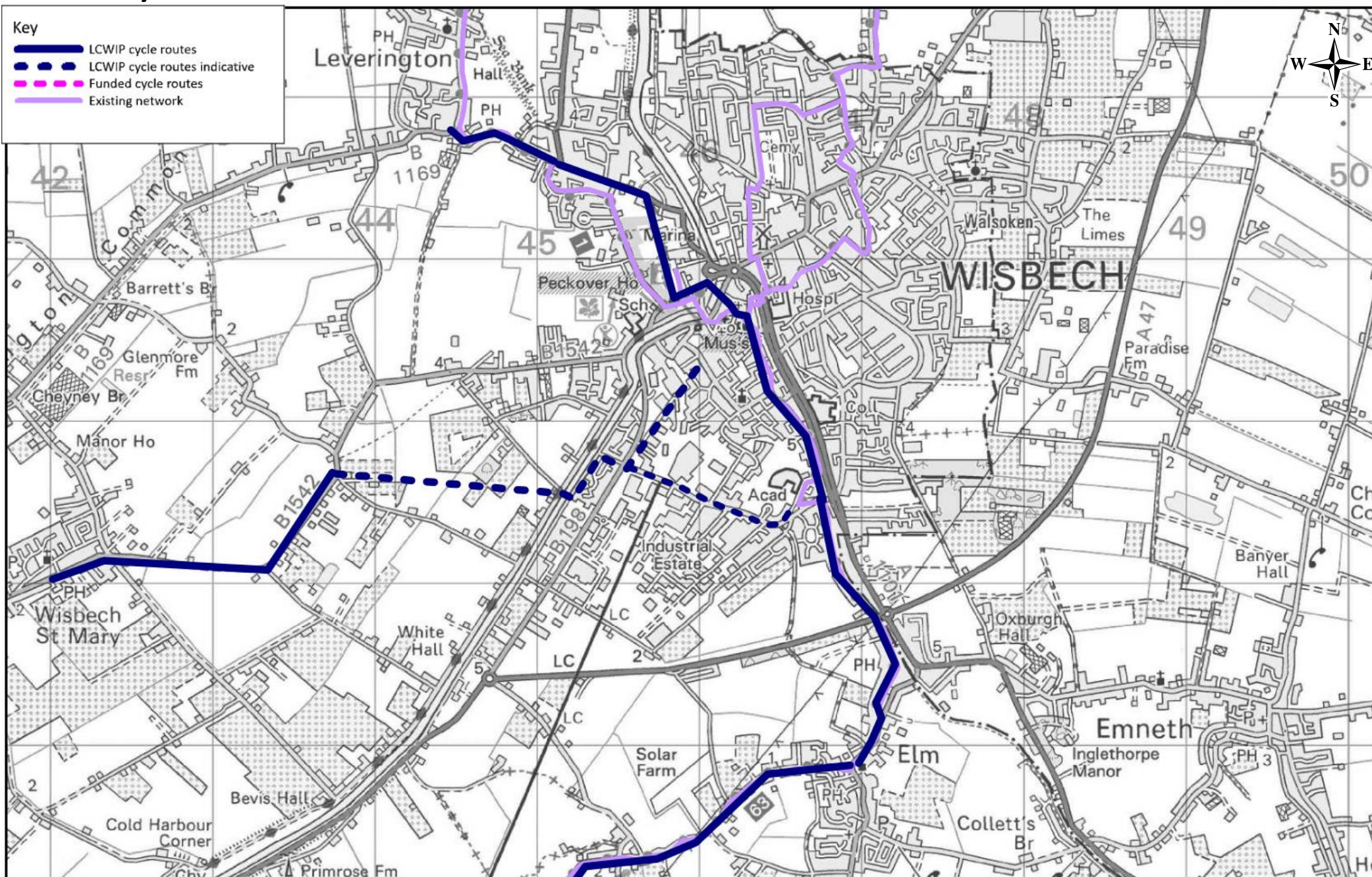


# St Neots cycle routes



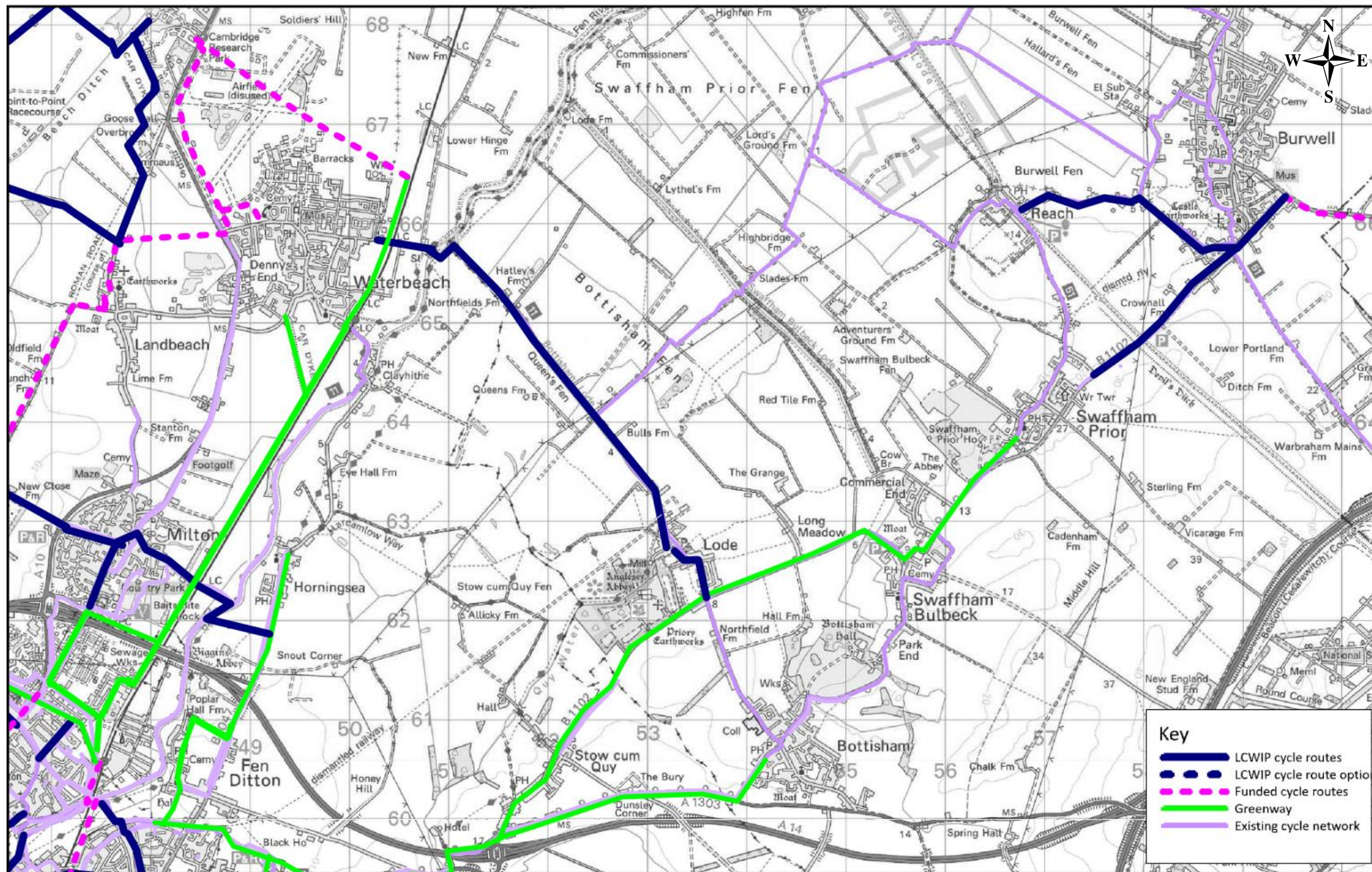


# Fenland Cycle Routes 1



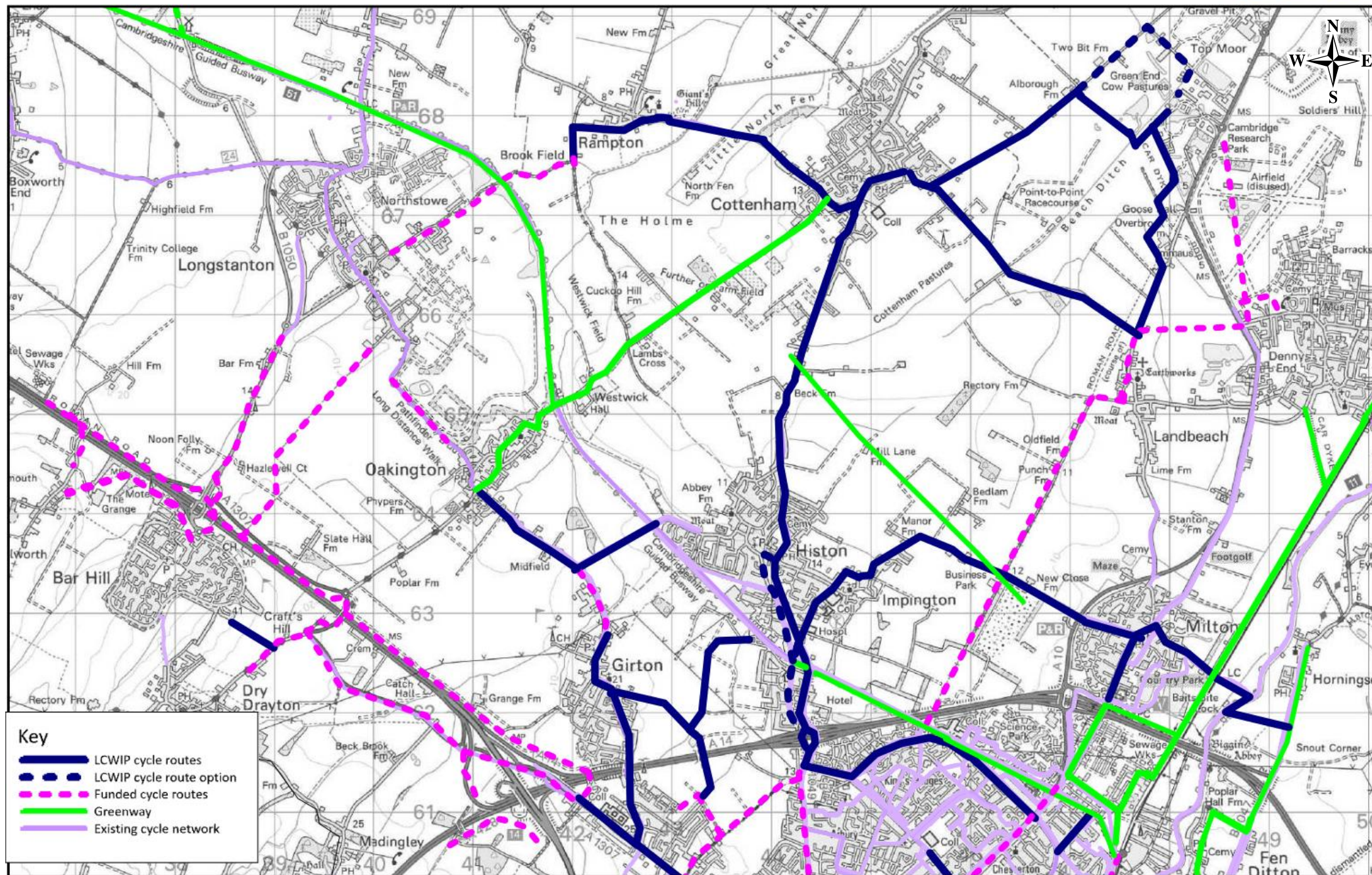


# South/East Cambridgeshire Cycle Routes



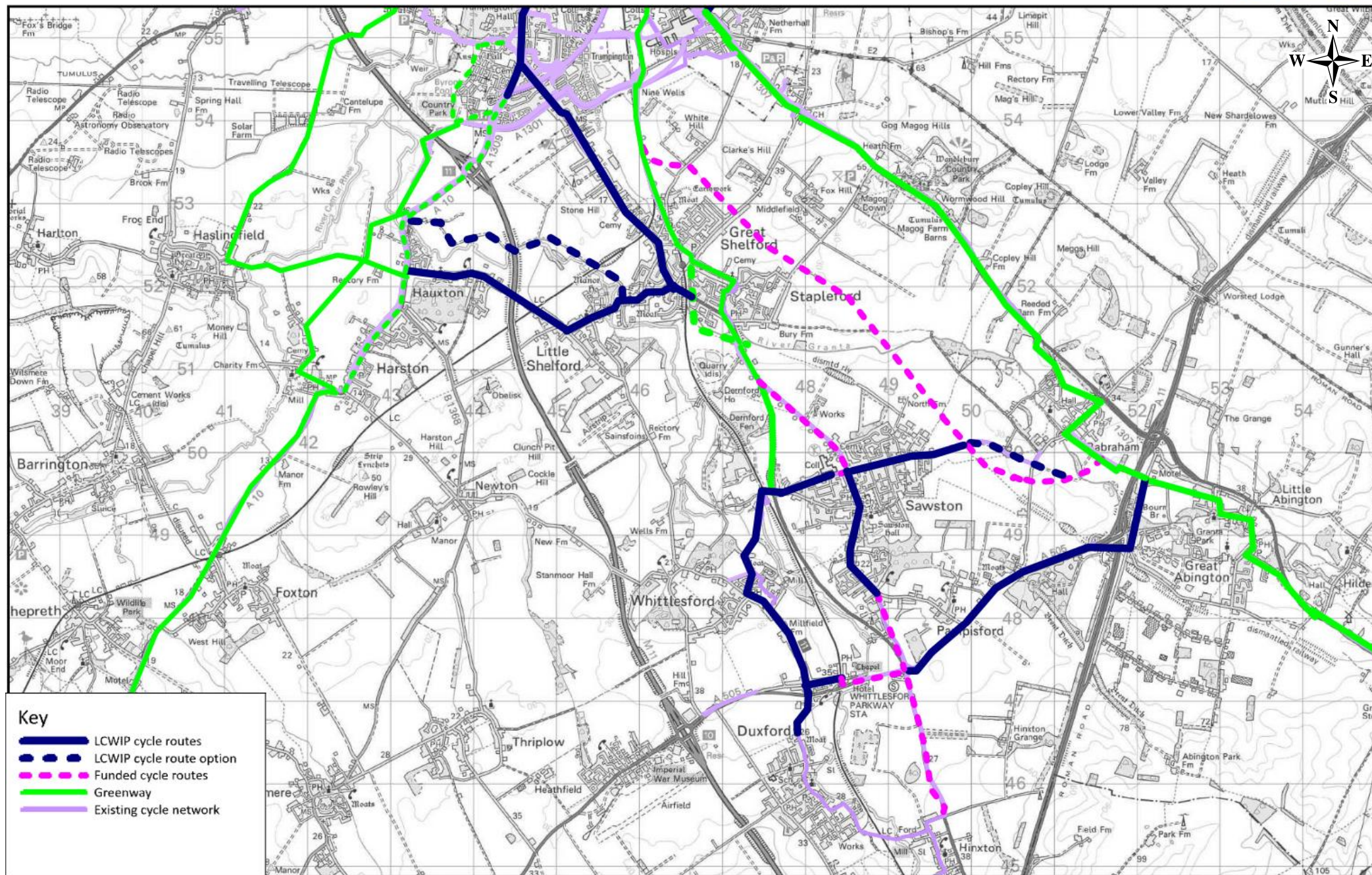


# South Cambridgeshire Cycle Routes (North)



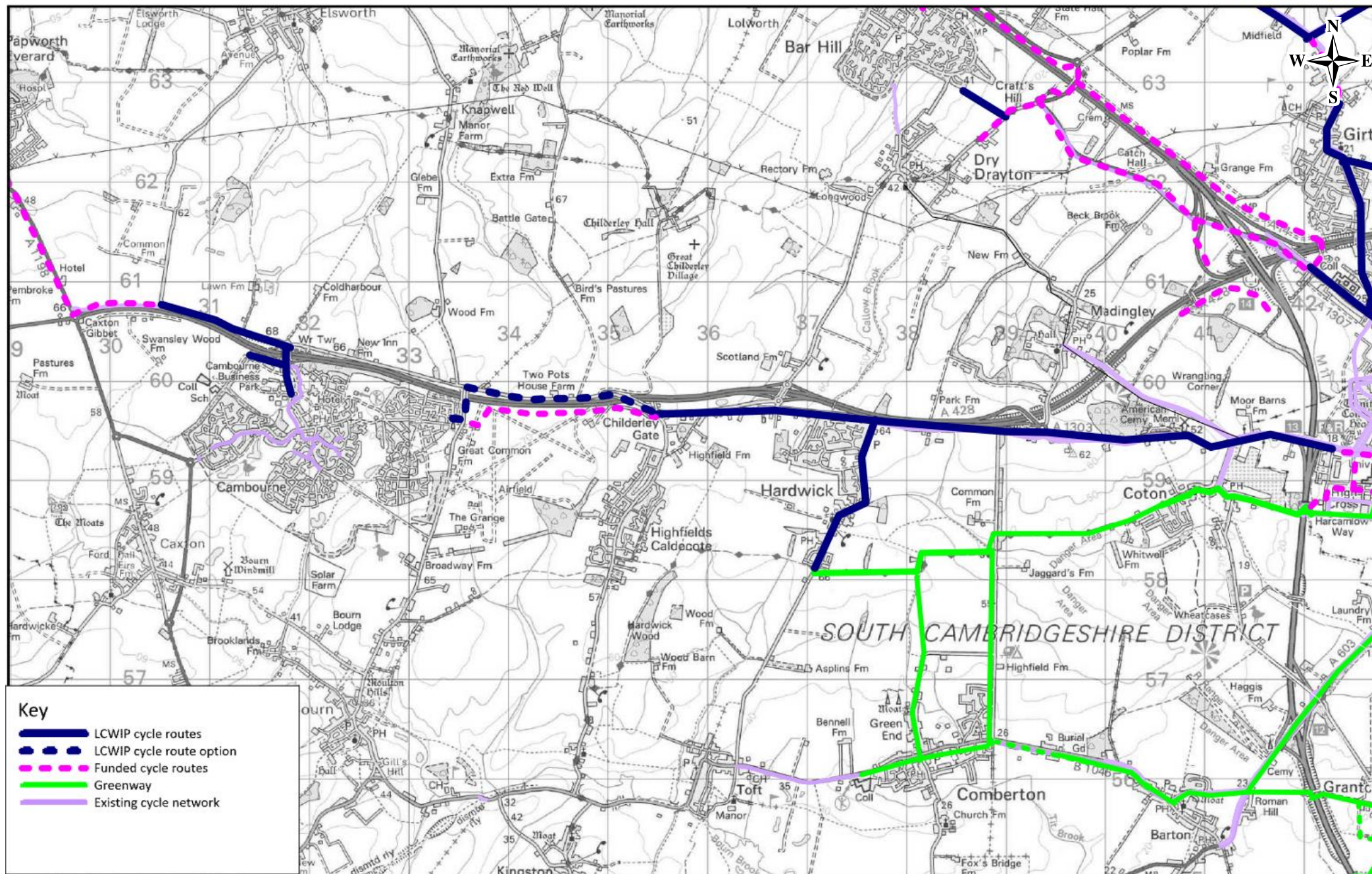


# South Cambridgeshire Cycle Map South





# South Cambridgeshire Cycle Routes West





## Cambridge cycle routes

Scheme Description				Timescales (short, medium & long term)	Economy		Effectiveness		Policy		Deliverability		Connectivity		Prioritisation
Ref.	Route	Section	Description	Choose between short, medium & long term)	Value score - Based on distance and number of additional cyclists	Partial funding available	Forecast increase in the number of cycling trips	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Integration with other schemes	Contribution of the scheme to the overall network development	Total score
1	Hills Rd/Regent St: Purbeck Rd - St Andrew's St	Purbeck Rd - Hills Rd bridge	Consider floating bus stop on east side, facilitate right turn into 6th form college, review bus lanes in order to continue cycle provision to the junction.	short/medium	3	1	3	3	3	2	2	3	3	3	26
		Hills Rd bridge - Brooklands Ave junction	Improve safety for cycles at junction and provide signal phase for cyclists to go from the station to Brooklands Ave. Remove parking on Station Rd and consider relocation of taxi waiting area in order to provide on road cycle lanes.												
		Hills Rd Brooklands Ave - Hills Rd Gonville Place	Review road allocation and consider raised cycle lanes. Remove left turn lane into Station Rd outbound and install cycle gate. Consider further improvements to Lensfield Rd/Regent St/Gonville Place junction												
		Regent St	Remove car parking and install advisory cycle lanes/cycle parking, consider further traffic reduction methods.												
2	Newmarket Rd/Barnwell Rd- Hills Rd/Fendon Rd orbital corridor	Barnwell Rd	Barnwell Rd: resurface existing off-road path with local widenings where necessary and improvements to side road and access crossings.. Dutch style design for Coldham's lane roundabout - may be funded. Safety improvements to Barnwell Rd/Newmarket Rd roundabout (possible Dutch style) also included in Newmarket Rd scheme 4.	medium	1	1	3	3	3	3	3	2	3	3	25
		Brooks Rd	Build raised cycleways on both sides of the road, improve junction at Mill Rd.												
		Perne Rd	Build raised cycleways on both sides of the road, convert Cherry Hinton rd/Perne Rd roundabout to dutch style design.												
		Mobray Rd/Fendon Rd	Build raised cycleways on both sides of the road.												
3	Jesus Lane - Emmanuel St	Four Lamps Roundabout	Change layout to dutch style with or without priority - also included in Maids Causeway scheme 13.	short	2	1	3	3	3	2	3	3	3	2	25
		Jesus Lane	Remove/review existing parking and consider advisory cycle lanes on both sides of the road and traffic calming measures.												
		Park St	Park St: put in approach lane and advanced stop lane at Jesus Lane junction.												
		Emmanuel Rd/Parker St/Emmanuel St	Re-align contra-flow cycle lane at junction to make access easier from both directions - may be funded. Making Space for People SPD should feed into proposals.												
4	Newmarket Rd		Corridor treatment to include segregated or raised cycleways and remodelled junctions	medium	2	1	3	3	3	1	2	3	3	3	24
5	Trumpington Rd/Lensfield Rd junction - East Rd/Newmarket Rd junction	Trumpington Rd/Lensfield Rd/Fen Causeway junction	Review traffic management and change layout of double roundabouts to improve safety.	medium/long	2	1	3	3	1	3	2	3	3	3	24
		Lensfield Rd	Remove parking and put in cycle lanes on both sides of the road.												
		Lensfield Rd/Hills Rd junction	Improve approaches to the junction												
		Gonville Place	Review traffic management and consider removing one traffic lane and putting in cycle lanes on both sides of the road.												
		Mill Rd/East Rd junction	Improve the junction and approaches												
		East Rd	Mill Rd - Burleigh St junction: plane out and put in red surfacing along existing cycle lanes, widen where possible. Burleigh St - St Matthews St junction funded segregated cycleways . Improve crossing from Grafton Centre cycle route to St. Matthews St. Improve provision from funded section to Elizabeth Way junction.												



Cambridge cycle routes

		East Rd/Newmarket Rd/Elizabeth Way junction	Remodelling of junction - also part of Newmarket Rd corridor.															
6	Northampton St - Chesterton High St/Water Lane junction	Northampton St/Madingley Rd junction	Change layout of roundabout or convert to full dutch style roundabout.	medium	2	0	3	3	2	0	2	3	3	3	3	3	22	
		Chesterton Rd +Jesus Lock	Install cycle lanes - consider raised or segregated lanes and floating bus stops. Advisory lanes on narrow section. Remove gyratory at Mitchum's Corner. Replace Jesus lock footbridge with wider bridge .															
		Chesterton Rd/Elizabeth Way roundabout	Change layout to a dutch style roundabout .															
		Chesterton High St	Change environment of street with traffic calming measures, consider advisory lanes.Could be part of low traffic neighbourhood treatment for area with modal filters.															
7	Trumpington Rd	Lensfield Rd - Brooklands Ave	Install raised cycle lanes on west side of road and improve crossing for cyclists and pedestrians	medium	1	0	3	2	3	3	2	2	2	3	3	3	22	
		Brooklands Ave - Trumpington	Consider raised cycleways on both sides of the road. Consider options for improving safety at Long Rd junction.	medium														
		Trumpington	Narrow carriageway and install wider advisory cycle lanes. Negotiate land to improve cycle route through Hauxton Rd junction.	long														
8	Arbury Rd south - Union Lane		Consider making this section of Arbury Rd one way in order to provide on-road cycle lanes or put in modal filter. Union Lane: Consider modal filter or review car parking in order to provide on road cycle lanes and/or traffic calming measures.	short	1	1	2	3	1	2	3	3	3	3	3	3	22	
9	Queen Edith's Rd		Mixture of on-road and segregated provision.	short	1	1	3	3	2	3	2	2	3	3	3	3	23	
10	City Centre inner core area	Bridge St/Sidney St/ St Andrew's St/ Emmanuel St/ Parker St/ Emmanuel Rd/Downing St/Trumpington St/Kings Parade/Trinity St/Silver St	Bus routing changes / further traffic restrictions in order to improve cycle provision. Change in priority at Silver St/Kings Parade junction. Improved Mill St/Downing st crossing	medium	3	1	3	2	3	1	1	2	3	2	2	2	21	
11	Nuffield Rd		Provide parrallel crossing to link to segregated two-way cycle lane on SE side of the road and section of shared use where the road narrows to link to busway path.	medium/long	3	0	3	3	3	1	1	2	2	3	3	3	21	
12	Castle St		Plane out and inlay red surfacing on cycle lanes, consider removal of outbound traffic lane south of Mount Pleasant and provide cycle lanes. Provide dooring zone for layby for inbound cyclists. Put cycle symbols on outbound carriageway on narrow section of the road near the Northampton St junction or consider making this section of Castle St one-way.	medium	3	1	3	2	2	0	2	2	3	3	3	3	21	
13	Victoria Ave - Maids Causeway	Four lamps roundabout	Change layout to dutch style - also included in Jesus Lane scheme 3.	medium	2	1	3	3	1	0	2	3	3	3	3	3	21	
		Victoria Ave	Consider segregated/raised cycleways for wider section or modal filter.															
		Maids Causeway	Consider modal filter or remove left and right turn lanes in order to provide advisory cycle lanes, review car parking.															
14	Queen's Rd		Remove parking and install raised cycleways on both sides of the road if space available. Alternatively, on southbound side only with northbound improvement to route across Queens' Green, change of pedestrian crossing to toucan crossing and improvement of shared path. Consider options to improve Silver St junction for cyclists.	short/medium	1	0	2	3	0	1	3	3	3	3	3	3	19	
16	Green Dragon Bridge - Coldhams Lane	Riverside	Replace with wider bridge when old bridge needs substantial work. Widen cattlegrid to two-way at the gateway between Stourbridge Common and Riverside.	short	3	0	3	2	0	0	2	3	3	3	3	3	19	
		Riverside - Newmarket Rd	Make improvements to junction of Tesco's path and Riverside. Improve Tesco's path where possible. Link to improved Newmarket Rd cycle infrastructure (see above) or negotiate improved route through Cambridge Retail Park.															



Cambridge cycle routes

		Coldham's Lane	Plane out existing cycle lanes and put in red surfacing, widen where possible. Consider modal filter.													
17	Davy Rd/Radegund Rd/ - Birdwood Rd/Walpole Rd	Davy Rd/Radegund Rd	Davy Rd - remove car parking on one side of the road and provide two-way segregated route on one side of the road and crossing point or remove all car parking and provide wide advisory lanes with traffic calming measures. Radegund Rd - remove car parking and install advisory cycle lanes with double yellow lines and traffic calming measures that allow for cargo bikes.	short	1	1	2	2	2	3	2	2	2	2	2	19
		Birdwood Rd	Consider a point closure at Walpole Rd junction. and/or traffic calming measures.													
18	Long Road		Consider raised cycleways on both sides of the road for wider section linking in with Sawston Greenway proposal at the junction with Robinson Way. Widen and improve shared use path on narrower western section.	medium	1	1	2	2	1	2	3	2	3	2	2	19
15	Chesterton Bridge - Newmarket Rd	Stourbridge Common	Widen path to Wadloes Rd and put in solar studs. Improve connections to Wadloes Rd and Headford Close.	medium	2	0	3	1	2	0	2	3	3	2	2	18
		Wadloes Rd	Provide diagonal path across green area on corner of Wadloes Rd. Widen and resurface off-road path where possible.													
19	Kings Hedges Rd		Consider segregated or raised cycleways. Improvements to Arbury Rd/ King Hedges Rd/ St. Catharine's Rd junction to include toucan crossing.	medium	1	0	3	2	2	2	1	2	3	2	2	18
20	Eddington/ Storey's Way - Storey's Way/ Huntingdon Rd - Gilbert Rd/Milton Rd	Storey's Way	Make the road closure permanent. If not approved, remove parking and install cycle lanes on both sides of the road.	short	2	0	3	2	0	2	1	3	3	2	2	18
		Oxford Rd - Warwick Rd	Review traffic calming, reconsider modal filter and improve approaches to cut through.													
		Gilbert Rd	Relining, widen cycle lanes if possible and consider traffic calming measures													
21	Elizabeth Way/Chesterton Rd- Elizabeth Way/Milton Rd		Consider advisory cycle lanes or raised lanes where space allows	short	2	0	2	2	0	0	3	3	2	2	2	16



Fenland prioritised cycle routes

Scheme Description				Timescales (short, medium & long term)	Economy		Effectiveness		Policy		Deliverability		Connectivity		Prioritisa tion
Ref.	Route	Section	Description	Choose between short, medium & long term)	Value score - based on distance and number of additional cyclists	Partial Funding available	Forecast increase in the number of cycling trips	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Integration with other schemes	Contribution of the scheme to the overall network development	Total score
1	March Town End - March Centre - March Station	March Town End - March Centre	Consider cycle lanes (raised depending on space and condition of trees) on both sides of the road or improve existing shared and segregated provision, widening where possible and narrowing side road crossings. Put in traffic calming measures along the High St/Broad St. reduce carriageway space . Consider new cycle/ped bridge over river.	medium	1	0	3	2	3	3	2	2	3	2	21
		March Centre - March Station	Improve approach to Creek Rd junction. Make Robingoodfellow's Lane two-way for cycling and sign route to Hereward Hall. Provide route through the site to link to existing path to station. Widen/resurface path where necessary and install solar studs. An alternative route would be via Station Rd with improvements extending down to the junctions with Creek Rd and Broad St.												
2	March Town End - March Centre - March Station via Neale Wade Academy and Wigstone's Rd		Alternative route from Neale Wade Academy or Calvery Park . Reduce width of junction of Calvery Park and the Avenue, install advisory cycle lanes and remove centre line along Calvery Park to the off road path to the school. Put in cycle zebra at crossing to link off-road paths.. Consider traffic calming on Eastwood Ave and narrowing the junction with St. Peter's Rd to provide a cycle zebra crossing to link with the existing segregated cycle path on Elywn Rd. Continue the path to the junction with Deerfield Rdand consider traffic calming measures on Elywyn Rd to the one-way section linking to Broad st.. Put in with-flow cycle lane on this section and reduce Market Place to one lane of traffic and install cycle lanes on both sides of the road. Towards the station consider traffic calming measures for Deerfield Rd and put in double yellow lines at the end of North Drive. Reduce width of Wigstone Rd/St. John's Rd junction and consider removal of parking and installation of cycle lanes on St. John's Rd. Look at options for Station Rd to improve safety for cyclists.	medium	1	0	3	3	2	3	2	3	2	2	21
3	Chatteris - Doddington - Doddington	Cromwell Community College - Chatteris centre	Traffic calming measures on Wood St. and E. Park St south. Consider removing parking on one side of E. Park St north to provide on road cycle lanes.	medium	0	0	3	3	2	3	2	2	1	2	18
		Chatteris centre- Doddington	Consider on road cycle lanes or shared use path on one side of Bridge St to the roundabout. Re-align the roundabout to provide a safe crossing or consider a signalled crossing. Provide a 3m wide shared use path on Doddington Rd with solar studs.												



Fenland prioritised cycle routes

	March	Doddington - March	Put in traffic calming measures through Doddington. Provide a shared use path along one side of the B1093 with solar studs. Implement traffic calming measures through Wimblington. Improve safety of roundabout crossing with with a signalled crossing or re-alignment of roundabout. Install solar studs on existing shared use path along the B1101 and widen/resurface where needed. Lambs Hill Drove - Neale-Wade Community College: consider advisory on-road cycle lanes and removal of centre line.												
4	Wisbech St Mary -Wisbech Station - town centre		Consider traffic calming measures to reduce speeds at junction of High Rd and Church Rd. Provide shared use path on one side of Barton Rd to the farm track. Consider traffic calming measures or shared use path on the short section of Barton Rd between Panswell Lane and Mill Tree Lane. Connections through new development or on existing quiet roads to new bridge over River Nene to connect to possible new station location. Improve links onto town centre and Industrial estate/school. Links dependent on station location.	medium	0	0	0	3	3	3	3	2	2	2	18
5	March - Elm - Wisbech	March - Elm	Consider traffic calming on Robingoodfellow's Lane and removal of centre line with advisory cycle lanes on Norwood Rd and Hundred Rd. Install solar studs on narrow section of Hundred Rd. Improve the existing cut through to Longhill Rd and surfacing around the prison and the route along the old railway line. Provide a hard surface material for Long Drove.Then improve signage to Elm.	short/medium	0	0	3	1	0	3	2	1	1	2	14
		Elm - Wisbech Town Centre	Consider traffic calming on Main Road up to the junction with Low Road. Widen link to crossing of the A47 . Facilitate continuation of route along Elm Rd with proposed junction works or improve Weasenham Lane crossing . Consider traffic calming through town centre .												
6	March SW - town centre		Sign route on quiet roads via Cherryholt Ave/ Ellingham Ave/ Gaul Rd recreation ground. . Install formal or informal crossing of Gaul Rd and consider traffic calming measurs or advisory cycle lanes to connect to the Chase and/or Oxbow Crescent. Improve existing paths to footbridge and make shared use with solar studs. Resurface W End where necessary and consider raised table where comes out onto Grays Lane.	short/medium	1	0	1	2	1	0	2	2	1	2	12
7	Wisbech town centre - Leverington		Consider options for new ped/cycle bridge linking to Hill St and traffic calming on Chapel Rd. Improve route though playing fields or alternatively, provide shared use path along Harecroft Rd. Consider shared use path on A1101 and B11769 or traffic calming measures if not feasible.	medium	0	0	1	2	2	1	1	2	1	2	12



Huntingdonshire cycle routes

Scheme Description				Timescales (short, medium & long term)	Economy		Effectiveness		Policy		Deliverability		Connectivity		
Ref.	Route	Section	Description	Choose between short, medium & long term)	Value based on distance and number of additional cyclists	Partial funding available	Forecast increase in the number of cycling trips	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Integration with other schemes	Contribution of the scheme to the overall network development	Total score
1	Huntingdon Centre - Huntingdon Station - Hitchingbrooke	Huntingdon centre - station	Provide link through to George St by allowing cyclists through the High St. Install contra-flow cycle lane on George St. Widen where possible segregated cycle track along Brampton Rd, giving greater priority over side roads and accesses. Evaluate new station arrangement and improve if necessary.		3	0	3	2	3	3	2	2	3	1	22
		Station - Hinchbrooke	Brampton Rd - widen cycle track where possible and improve lighting where necessary. Hinchbrooke Park Rd - widen cycle track where possible and give greater priority over side roads and accesses.Remove guard railing along Hinchbrooke Park Rd and Parkway, widen cycleway and install parallel crossing to primary school.												
2	Godmanchester - Huntingdon Centre - Station	Godmanchester - Huntingdon Centre	Consider advisory cycle lanes and centre line removal with traffic calming measures on Post St. The Avenue: widen shared use path where possible and improve side road crossings. Signalise vehicular access across the bridge to allow for segregated cycle provision into Huntingdon or implement modal filter.	short	1	1	3	3	2	3	1	2	3	3	22
		Huntingdon Centre - Station	Improve link to High St. As above provide link through to George St by allowing cyclists through the High St. Consider improvements to the existing more direct route via Castle Moat Rd and Mill Common. Traffic on Castle Moat Rd should be reduced as a result of the new A14 works so consideration should be given to reducing this to one lane and providing a segregated 2-way cycle lane. Widen the shared use path along Walden Rd to the Mill Common path or consider providing a hard surfaced path from the new Pathfinder link road to join the existing path. Widen the path to the station.												
3	Alconbury - Little Stukeley - Great Stukeley- Huntingdon Business Park - Huntingdon Station	Alconbury - Little Stukeley	Widen existing shared use path, install solar studs and provide safe crossing of the two roundabouts, similar to the newly installed crossing within the Alconbury Weald development. Likely to be part-funded by developers	Short	1	1	3	3	3	0	2	2	2	3	20
		Little Stukeley -Huntingdon Business Park	Widen existing shared use path, improve crossings of side roads and accesses and install solar studs along Ermine St - likely to be part- funded by developers												
		Huntingdon Business Park - Huntingdon Station	Provide an at grade crossing at Spittalls Way junction or bridge or underpass if land can be negotiated. Likely to be developer funded. Improve route to Stukeley Meadows path, consider parallel crossings on Wertheim Way and short sections of shared use path on a widened footway. Improve lighting/resurface Stukeley Meadows path to Edison Bell Way. Consider improvements to crossing to station.												
		Buckden to Brampton	Improve link onto A1 path from Silver St. Widen and improve existing either side of new section where possible and build new section of path to Brampton on east side of the road with toucan crossing to off-road path on west side . Improve signage. Consider model filter on B1514 south of Brampton Park or significant traffic calming measures on Church Rd to reduce volume of traffic.												



Huntingdonshire cycle routes

4	Buckden - Hinchingsbrooke	Brampton - Hinchingsbrooke	Reduce carriageway widths to reduce speeds on Church Rd/ Huntingdon Rd roundabout and amend roundabout island geometry to provide both parking and segregated footway and cycleway. Put in signal crossing of Huntingdon Rd to existing cycleway. Widen the existing path to Hinchingsbrooke where possible and improve safety of slip road crossing to link to new toucan crossing onward towards Huntingdon. Consider route through park to the hospital and business park. Widen direct path to school from Brampton Rd if possible and/or extend new Highways England path to school entrance and widen link to crossing.	Short/Medium	0	0	3	3	2	3	2	2	2	2	3	20
5	A141 - Sapley -Huntingdon Centre	Huntingdon Business Park - Sapley	From crossing of the proposed new junction into Alconbury Weald widen and improve lighting where possible of existing off-road shared use path across the railway. Change geometry of Kings Ripton Rd/ St Peter's Rd roundabout to more continental design to make crossing safer into retail/leisure facilities and to existing shared use path along Kings Ripton Rd. Consider improvements to path where possible.	Short	1	1	3	2	1	3	1	3	2	2	2	19
		Sapley -Huntingdon Centre	Resurface and widen where possible off road path to Ambury Rd, improve crossing of Sallowbush Rd. Improve off-road path on Ambury Road. Widen path to St. Peter's secondary school. Build contra-flow cycle provision on the southern section of Ambury Rd and resurface link to the High Street													
6	Eaton Ford - St Neots Market - St Neots Station	Eaton Ford - St. Neots Market	Mill Hill Rd - consider widening footway to provide shared use path on one side of the road. Provide formal crossing on Crosshall Rd or redesign roundabout to provide safe crossing. Provide on road advisory cycle lanes across bridge or road narrowing with cycle symbols.	short/medium	1	0	3	2	3	1	2	2	2	2	2	18
		St Neots Market - St Neots Station	The St. Neots Town Centre Transport Study will feed into this section of the route. Options include restricting traffic on the High St or making the High St. one-way. Improving the route through Priory Lane car park, allowing two-way cycling on Russel St and Avenue Rd, traffic calming measures and improvements to off-road path to the station.													
7	Eaton Socon - Eynsbury - St Neots Station	Eaton Socon - Eynsbury	Improve shared use path on the east side of the Great North Rd to Peppercorns Lane.	medium	1	0	3	2	3	2	2	2	2	1	2	18
		Eynsbury - St Neots Station	Cromwell Rd: put in raised cycleways on both sides of the road and advisory lanes where it narrows or improve existing off-road path. Change the layout of the roundabouts at the junctions with Cambridge St to a continental design with narrowed lanes in order to significantly reduce speeds and improve safety of crossing. Consider taking out middle island to provide wider, segregated cycle path. Station Rd: widen path or put in advisory cycle lanes consider reducing speeds to 20mph. Increase cycle parking at the station.													
8	St Ives: Harrison Way/Parsons Green - Stocks Bridge Way/Compass point business park		Provide toucan crossing at Harrison Way/Parsons Green roundabout or change layout to a continental style. Build a new shared use path with solar studs to A1123. Provide toucan crossings of roundabout or change layout of roundabout to a continental design to link to existing shared use path to Needingworth and Compass Point Business Park.	short	1	1	1	3	1	0	3	2	3	3	3	18
9	Houghton - Huntingdon Centre	Houghton/RAF Wyton to Huntingdon	Provide missing section of shared use path from Houghton to existing shared use path along the A1123. Change bus route signage on Old Houghton Rd to include except cycles.	short/medium	1	0	3	3	1	0	2	1	3	3	3	17
		Hartford - Huntingdon Centre	Consider on or off-road options from The Grove to Sapley Rd junction with provision of a two-way segregated cycleway on the north side of Main Street to the crossing by the care home. Continue off-road path to car park and link to riverside path, widen and make shared use to The Avenue. Alternatively widen off-road path from Church Lane. Remove guard rail and widen footway from crossing of Riverside Rd to Castle Moad Rd. Improve link into Castle Moat Road.													



Huntingdonshire cycle routes

10	St Ives north to town centre		Ramsey Rd: consider raised lanes on both sides of the road or 2-way cycle way on one side. Consider junction improvements with wider islands and reduction in crossing stages . Provide link to existing shared use on southern section of road. Widen existing where possible and improve side road crossings or consider raised cycle lanes. Review traffic management to reduce traffic along The Waits and the Broadway, remove car parking and provide cycle parking.	medium	1	0	2	2	2	0	2	2	3	3	17
11	Eynsbury - St Neots Market - Little Paxton	Eynsbury - St Neots Market	Berkely St: remove centre line, put in traffic calming measures, consider advisory cycle lanes. Alternatively improve off road route via Conygeare bridge to include lighting and signage. Junction with St Mary's St/Montagu St: narrow junction to reduce speeds or raised table. Brook St: remove carriageway centre line, put in traffic calming measure and consider advisory cycle lanes. Brook St/South St/Market Square: review traffic management in order to reduce circulatory traffic in the area.	medium/long	0	1	2	2	2	3	2	1	1	2	16
		St Neots Market - Little Paxton	Consider advisory cycle lanes along New St , removal of centre line and traffic calming measures. B1041: install solar studs. Mill Lane: build new, wider pedestrian and cycle bridge if possible (there are issues with flooding). Provide crossing to west side of road and widen path to provide a shared use facility to the roundabout. <i>or widen existing footpath to east</i> . Consider crossing improvements at the roundabout. Gordon Rd: consider advisory cycle lanes and removal of centre line with traffic calming measures.												
12	Hartford - Sapley - Kings Ripton	Hartford - Sapley	Improve side road crossings on Sapley Rd and crossing of Sapley Rd to the existing A141 signaled crossing.	short/medium	0	0	1	3	1	1	2	2	1	3	14
		Sapley - Kings Ripton	Provide 3m shared use path along Sapley Rd from the end of the existing path at Jubilee Park to the B1090 or consider modal filter. Improve crossing of B1090 and provide shared use path along Ramsey Rd to the start of the 30mph speed limit.	Short											
13	St Ives west to town centre		Provide parallel crossing of Hill Rise at junction of off-road paths. Put in advisory cycle lanes or traffic calming measures to Houghton Rd junction. Improve safety of crossing to High Leys. Make signage/lighting/ resurfacing improvements to town centre.. As above remove parking and review traffic managemnt on the Waits and the Broadway.	short/medium	0	0	3	1	2	1	2	2	2	1	14
14	St Ives north east to town centre		Widen crossing point on St Audrey Lane. Consider making Broad Leas a no through route for motor vehicles. Improve signage	short	1	0	2	2	1	0	1	3	1	2	13
15	Stocks Bridge Way/Compass Point business park - Needingworth		Widen shared path to 3m, install solar studs and put in raised table at accesses. Change layout of roundabout to provide safe crossings to existing shared use path into Needingworth, widen this path where possible and install solar studs up to the 30mph sign.		1	0	2	2	1	0	2	2	1	2	13
16	Godmanchester - Hemingford Abbots - Hemingford Grey	Godmanchester - Hemingford Abbots	Cambridge Street:install advisory cycle lanes on both sides of the road, remove carriageway centre line and make area 20mph. B1044: widen shared use path where possible and install solar studs. Resurface Cow Lane and Common Lane and widen the off-road path with solar studs.	medium	0	0	2	1	0	0	2	2	1	2	10
		Hemingford Abbots - Hemingford Grey	Consider traffic calming measures.												



Scheme Description				Timescales (short, medium & long term)	Economy		Effectiveness		Policy		Deliverability		Connectivity		Prioritisation
Ref.	Route	Section	Description	Choose between short, medium & long term)	Value score - based on distance and number of additional cyclists	Partial funding available	Forecast increase in the number of cycling trips	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Integration with other schemes	Contribution of the scheme to the overall network development	Total score
1	Ely North - Ely Centre - Ely Station	Ely Centre - Ely North	Make short section of Minster Place 2-way for cyclists to path linking to Church Lane. Make Silver St 20mph and consider traffic calming measures and marking cycle symbols. Reverse one-way on Church Lane or put in a modal filter to provide alternative cycle route to Minster Place. Undertake traffic review and consider changes to junction priority at the Lynn Rd/ Minster Place junction to provide a safe route north from Minster Place to Lynn Rd. Consider traffic calming options for Lynn Rd to Egremont St. North of Egremont St - developer likely to provide. Developer to provide improved route to hospital. Improve roundabout crossing.	short/medium	2	1	3	2	3	1	1	2	3	2	20
		Ely Centre - Ely Station	Back Hill & Station Road: consider further improvements to those currently proposed, for example advisory cycle lanes on both sides of the road, removal of carriageway centre line and some parking, widening existing shared path on outbuond route with removal of guard railing and making the area a 20mph zone. Widen existing shared-use path on west side of Station Rd where possible and extend into Station access road and consider installing parallel crossing to station. Alternatively, continue cycle lane on north east side of Station Rd to the bridge and provide priorty crossing and signalled crossing to station. (NB Longer term route to station via new developments to be considered through the Marina and industrial area to Station Rd which would include a new bridge.)												
2	Ely Station - Ely South West - Witchford	Ely Station - Ely South West	Back Hill & Station Road: as above. Barton Road: install cycle symbols, traffic calming measures and make the area a 20mph zone. Upgrade zebra crossing to a parallel crossing and widen off-road link to Witchford Road, Witchford Road:widen existing shared-use path to 3 metres wide and consider solar studs.	short/medium	1	1	3	3	2	1	2	2	1	3	17
		Ely South West - Witchford (this may change depending on works to A10)	New bridge or underpass of A10, depending on future A10 works. . Widen existing shared-use path on A142 to 3m to the Lancaster Way junction and install solar studs. Works are currently being planned on the Lancaster Way roundabout which will include a toucan crossing of the A142. Witchford Rd: widen shared use path where possible to 3m and consider traffic calming measures along Main St and widen existing path as exit village to A142 to link to existing route to Sutton. . Longer term provide route to the north through new development as proposed by the Parish Council.												
3	Fordham - Soham		Narrow junction at Sharman's Rd. Soham Rd/Fordham Rd: widen existing shared use path where possible and add solar studs where unlit. Consider on-road provision through Downfields and on Sand St with traffic calming measures. Continue traffic calming through High St and through to new station via Clay St and Station Rd . Provide cycle lanes and/or traffic calming on Townsend.	medium	1	0	2	2	3	2	2	2	2	1	17
4	Ely Centre - Ely North West/ leisure centre		Downham Rd: consider advisory cycle lanes and/or traffic calming measures. Change layout of the Cam Drive/Downham Rd roundabout to a more continental design to reduce speed and improve cycle crossings. Widen footway to provide a shared use provision to the off-road path to the leisure centre. Narrow carriageway between proposed new junction on north side of Cam Drive and roundabout on Downham Rd to provide shared path on north side.	short	1	1	2	2	0	3	2	3	2	1	17
5	Exning - Fordham		Need to work with Suffolk County Council to provide route within Suffolk boundary - consider shared use path on one side of Cotton End Rd, via N End or A142. Improve roundabout crossing with re-alignment of roundabout. Widen existing shared use path where possible and install solar studs where unlit. Improve crossing of accesses and across River Lane. Consider on-road provision through Fordham or improving shared use path where possible.	medium	0	0	2	3	1	0	1	2	2	3	15
6	Lode - Waterbeach		On road along the driveway. Negotiate land to convert footpath to cycleway and build structure across lode and build cycleway to Bottisham Lock then link to Bannold Rd.	medium	0	0	1	1	3	1	1	2	2	3	14
7	Ely Centre - Ely North East		Newnham St/Prickwillow Rd: consider traffic calming measures and advisory cycle lanes where feasible. Widen cut through at the end of Sycamore Lane and provide cycle/pedestrian bridge to link from Henley Way to Merivale Way - bridge developer funded.	short	0	1	1	2	1	1	2	3	2	2	15
8	Stuntney - Ely		In addition to current funded works consider options to improve route along A142 such as narrowing carriageway, piping ditch and negotiating land. Alternatively look at cross field option to railway line to link to existing NCN route 11.	medium	0	1	1	2	1	2	1	2	2	3	15
9	Witcham to Witchford/Sutton and links to Elean Business Park	Mepal to Sutton	Provide safe crossing of A142 at junction with byway to Mepal and widen path into Sutton or provide off-road path along A142	short	0	0	1	3	0	3	2	3	1	2	15
		Sutton to Elean Business Park	Widen path to roundabout and provide safe crossing of roundabout to business park.												
		Witcham to Sutton	Consider modal filter on The Slade or widen path where possible. Widen path to crossing of A142 towards Witchford. Reduce speed limit to 40mph through Witcham Toll and consider formal crossing to facilitate route to school. Provide safe crossing at junction and build short section of shared use path to refuge crossing A142 to link to existing route to Sutton. Spade out existing path and install solar studs.												
10	Ely Centre - Ely West		West Fen Rd: Consider traffic calming measures and on-road advisory cycle lanes with removal of centre line.	short	1	0	1	2	1	0	2	3	2	2	14
11	Ely - Littleport		A modal filter could be used to reduce traffic. Alternatively, widen existing path adjacent to the carriageway and extend to Littleport. Developer funding likely for improvements to path up to Chettisham. This may require piping of the ditch and/or land negotiation. Alternatively investigate possibility of providing a shared path along Branch Bank though likely to be difficult given the levels.	short/medium	1	1	2	3	0	0	1	2	1	3	14



East Cambridgeshire cycle routes

12	Little Downham - Ely		Traffic calming measures through Little Downham. B1411: widen shared path where needed and possible, resurface and add solar studs. Alternatively provide 3m hard surfaced route via bridleway which could link across to B1411 for underpass of A10.	medium	0	1	2	1	1	1	2	2	1	1	12
13	Burwell - Swaffham Prior		Widen shared use path to 3m where possible and install solar studs. Traffic calming measures through Burwell and Swaffham Prior.	medium	0	0	0	2	1	1	2	2	2	2	12
14	Reach - Burwell		Provide shared path next to Burwell Rd	medium	0	0	0	3	0	0	2	1	2	2	10
15	Isleham - Fordham		Provide shared path next to Isleham Rd	medium	0	0	2	2	0	0	1	1	1	2	9



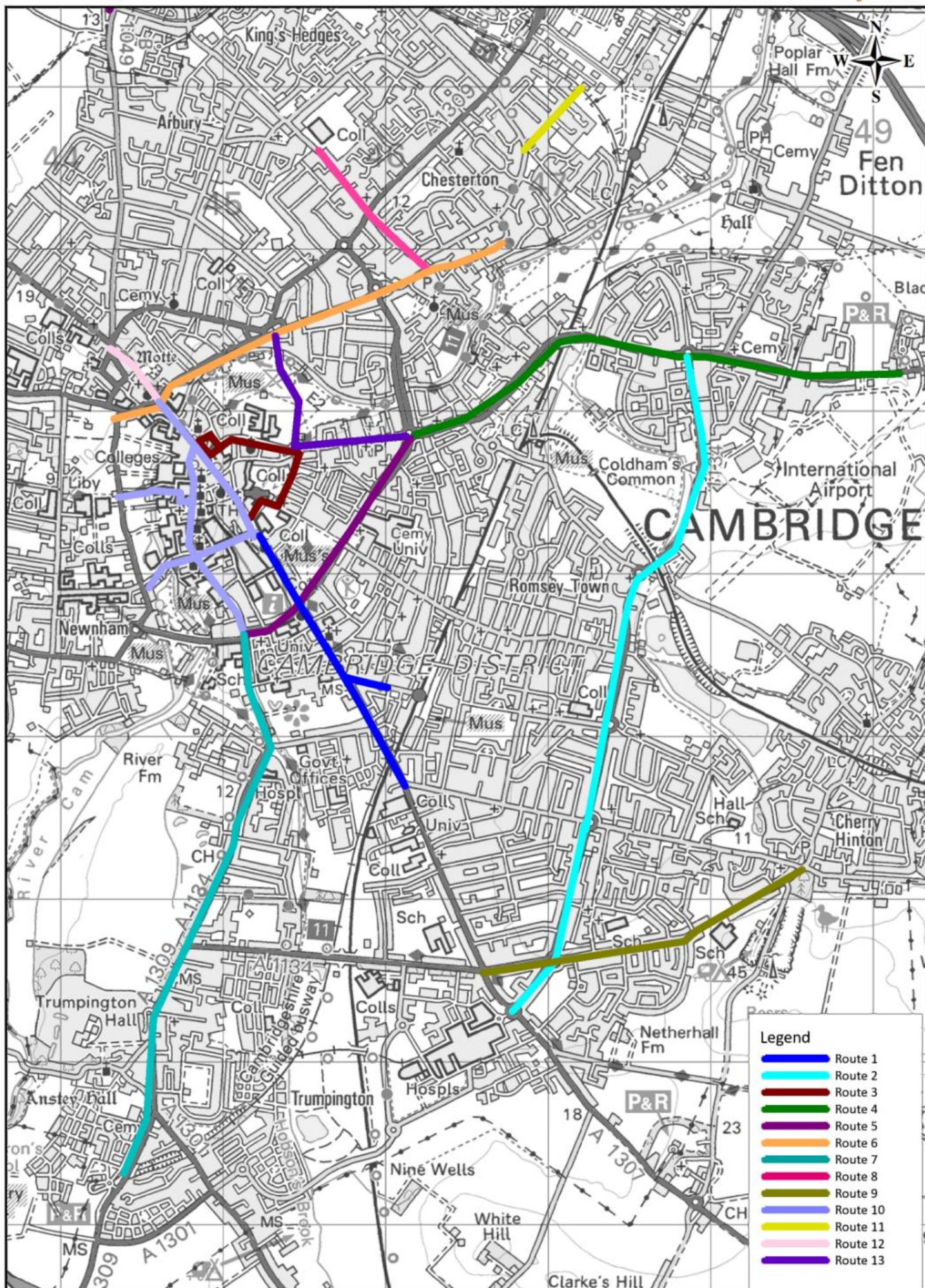
Scheme Description				Timescales (short, medium & long term)	Economy		Effectiveness		Policy		Deliverability		Connectivity		Prioritisa tion
Ref	Route	Section	Description	Choose between short, medium & long term)	Based on distance and number of additional cyclists	Partial funding available	Forecast increase in the number of cycling trips	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Integration with other schemes	Contribution of the scheme to the overall network development	Total score
1	Girton -Oakington	Girton	Provide raised cycleways on Girton Rd. Cambridge Rd: consider removal of centre line and advisory cycle lanes with double yellow lines on both sides of the road. Girton to New Rd: developer funded.	short	1	1	3	3	3	2	2	2	3	3	23
		New Road	Widen existing shared use if feasible with piping of ditch.												
		New Road junction to Oakington	Improvements to junction likely to be developer funded. Widen existing shared use path to 3m and install solar studs												
2	Cambourne to Cambridge (the northern route may be progressed through busway scheme)	Cambourne to Hardwick via St. Neots Rd	Longer term the route from Cambourne to Caldecote is likely to be provided by the Bourn airfield development. Shorter term: improve concrete path link into Upper Cambourne. Widen existing footway to provide a shared use path on the Broadway and St. Neots rd to Hardwick. Improve roundabout crossings at Highfields Rd. Consider either traffic calming or provision of a shared use path along Cambridge Rd to connect to the Comberton Greenway.	medium	1	1	3	3	3	1	2	3	3	3	23
		Cambourne to Hardwick via Highfields Caldecote	A route should be provided through the southern end of the Bourn Airfield development which connects to Cambourne and the bridleway to Caldecote. Consideration should be given to providing a 3m hard surfaced path along the line of the bridleway to Hardwick, connecting to the Greenway.												
		Hardwick to Madingley P&R	Provide a segregated 2-way cycle path on the south side of St. Neots Rd between Hardwick and the existing shared use path. Clear out vegetation from the existing shared use path to the Madingley Rd P&R and improve crossing of accesses and across the Long Rd and Coton junctions. Provide improved crossing of the Madingley Mulch roundabout to link to Madingley village.												
3	Sawston - Whittlesford - Whittlesford Parkway/Duxford		New Road from the village college: consider continuing the shared path with widening of the footway or traffic calming measures. Provide shared use path on Mill Lane. Provide signalled crossing of A1303 to link to existing off-road path to Whittlesford. Widen existing path along Duxford Rd to provide a shared use facility and install solar studs.Remove car parking and consider 2-way segregated cycleway on north side of Station Rd West. Provide signalled crossing of Moorfield Rd and widen existing path on Moorfield Rd where possible.	medium	0	0	1	3	3	3	2	3	2	3	20
4	Granta Park - A505 roundabout		Make slip road one-way to allow for cycle path between A505 and Granta Park. Widen existing shared use path on A505 to 3m. Onward links including improvements to the roundabout will be developer funded.	short/medium	1	1	3	3	2	0	2	2	3	2	19
5	Caxton Gibbet - Cambourne	funded?	Build 3m shared path with solar studs on south side of the road and widen existing shared path around roundabouts and into Cambourne	short	1	1	2	3	1	1	3	2	2	3	19
6	Huntingdon Rd north		Improve crossings and approaches and provide missing link to A14 NMU provision north of Girton Corner	short/medium	1	0	3	2	0	1	3	3	3	3	19
7	Darwin Green - Girton & Histon		Route through new development, using existing accomodation bridge over the A14. Will depend on land owner agreement on north side of A14 to connect to villages. May be developer funded		1	1	2	3	3	2	1	2	2	2	19



8	Histon Busway South - Impington - Milton	Histon Busway South - Impington Village College	Resurface New Rd (south) . Provide shared use path from Bridge Rd junction crossing into New Road (north). Consider providing parallel crossing before footway narrows and further traffic calming measures. To provide a direct route to school an option could be to widen the footway to shared use with a narrowing to single carriageway where there is less space. Also consider formalising cut through from busway to New Rd via Histon FC car park to provide direct route for those coming from the Orchard Park area	medium	0	1	2	1	2	3	2	2	3	3	19
		Impington Village College - Milton	Provide a raised table at the junction with Burgoynes Rd to facilitate crossing to Clay Close Lane and consider change of priority at junction with Milton Rd. Consider modal filter on Milton Rd/Butt Lane , if not possible put in traffic calming measures on Milton Rd until space allows for widening the shared use path , consider piping the ditchand negotiating land on Butt Lane to allow for widening and improve crossing of Recycling centre access. Single track carriageway with passing places could also be considered. Replace existing pedestrian bridge across A10 with wider bridge - developer to provide.												
9	Histon - Histon Busway South -Histon Rd/Kings Hedges Rd junction		Review on street car parking on Station Rd to improve safety or consider modal filter on Station Rd/Cambridge Rd. Water Lane/Bridge Rd: widen where possible and plane out cycle lanes and surface red or consider a shared path on east side to New Rd to facilitate 2-way cycling to access Impington College. Make improvements to the shared path around the roundabout where possible. May be funding from developers.	short/medium	1	0	3	2	3	1	1	2	3	2	18
10	Cottenham - Landbeach		Beach Rd/Cottenham Rd: Build a new 3m shared path on one side of the road.	short	0	0	2	3	2	1	2	1	3	3	17
11	Cambridge Research Park - Cottenham - Histon	Cambridge Research Park - Cottenham	Cycleway along Long Drove.	short/medium	1	1	3	2	0	0	2	3	2	3	17
		Cottenham - Histon	Improve existing shared use path where possible and continue further into Cottenham. Where cycleway rejoins carriageway put in crossing point, and install traffic calming features to the High St.												
12	Horningsea - Milton		Resurface where necessary Biggin Lane and Fen Road. Either build new bridge or improve ramps for cycles on Baits Bite Lock. Improved shared use path into Milton from Jane Coston bridge. Improve route through Milton.	short/medium	0	0	2	2	3	0	2	1	3	3	16
13	Rampton - Cottenham		Widen existing path to 3m where possible, consider negotiating land for route behind hedge. Install solar studs. Traffic calming to the village college.	medium	1	0	2	2	1	3	1	2	2	2	16
14	Mere Way/ Cambridge - Cambridge Research Park		Mere Way/Busway junction to Landbeach y to be delivered by developers. Landbeach to CRP: consider point closure on Green End and provide off road path to link to CRP.	medium	0	1	2	2	1	0	2	2	3	2	15
15	Great Shelford - Trumpington	A1301 Shelford Rd	Put in raised cycle lanes on both sides of the road and signalise approach to bridge to make one-way to motor vehicles to allow space for cycle lanes.	medium	1	0	3	3	0	0	1	3	2	2	15
16	Bar Hill - Dry Drayton		Route around golf course linking to Oakington Rd, requires land negotiation. This would connect to new route to Cambridge provided as part of A14 works.	medium	0	0	1	2	1	0	2	3	2	3	14
17	Sawston - Babraham		London Rd - widen footway to provide shared use path. High St/ Hillside: consider modal filter or review parking and consider traffic calming measures. Babraham Rd/Sawston Rd: consider either shared use path on one side of the road or on road advisory cycle lanes. Install solar studs on existing cycle/ped path	short/medium	0	0	0	2	1	1	2	2	3	2	13
18	Hauxton - Great Shelford	Hauxton - Little Shelford	Widen existing shared use path to 3m and install solar studs	medium	0	0	0	1	3	1	2	2	1	2	12
		Little Shelford - Great Shelford	Make the area a 20mph zone, add cycle symbols and traffic calming. Improve approaches to railway crossing												

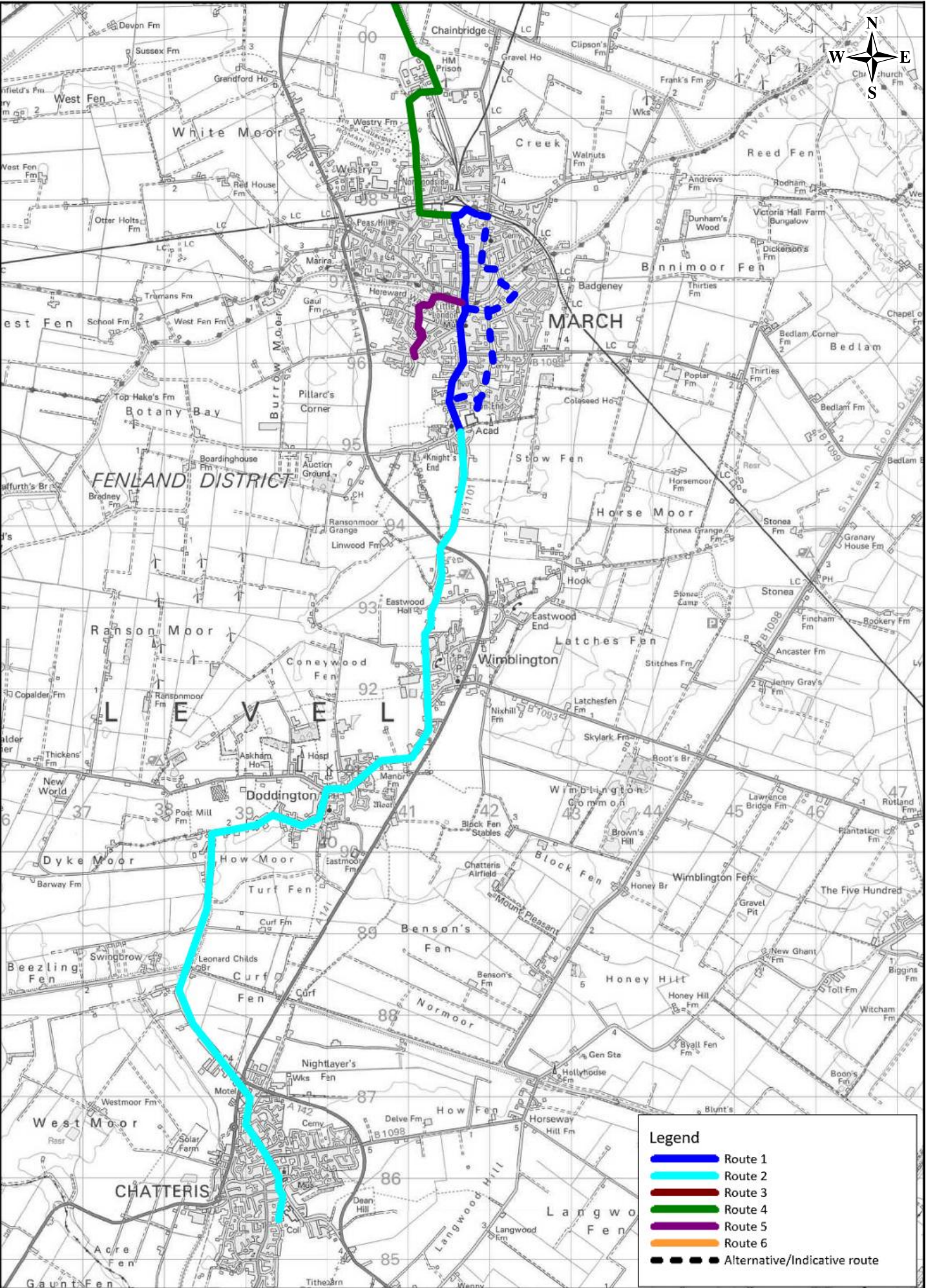


# Cambridge Prioritised Routes



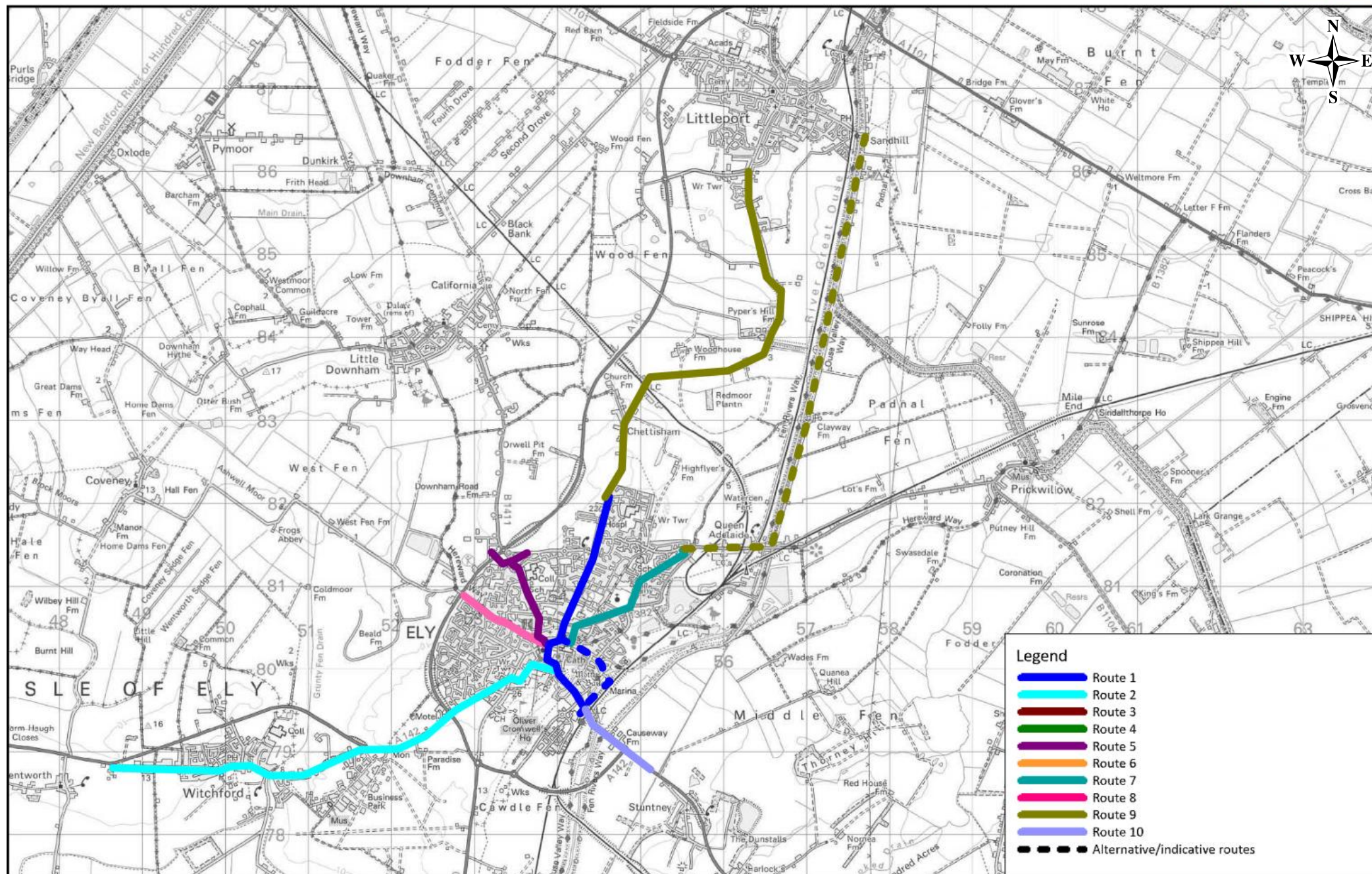


# Chatteris - March Prioritised Cycle Routes



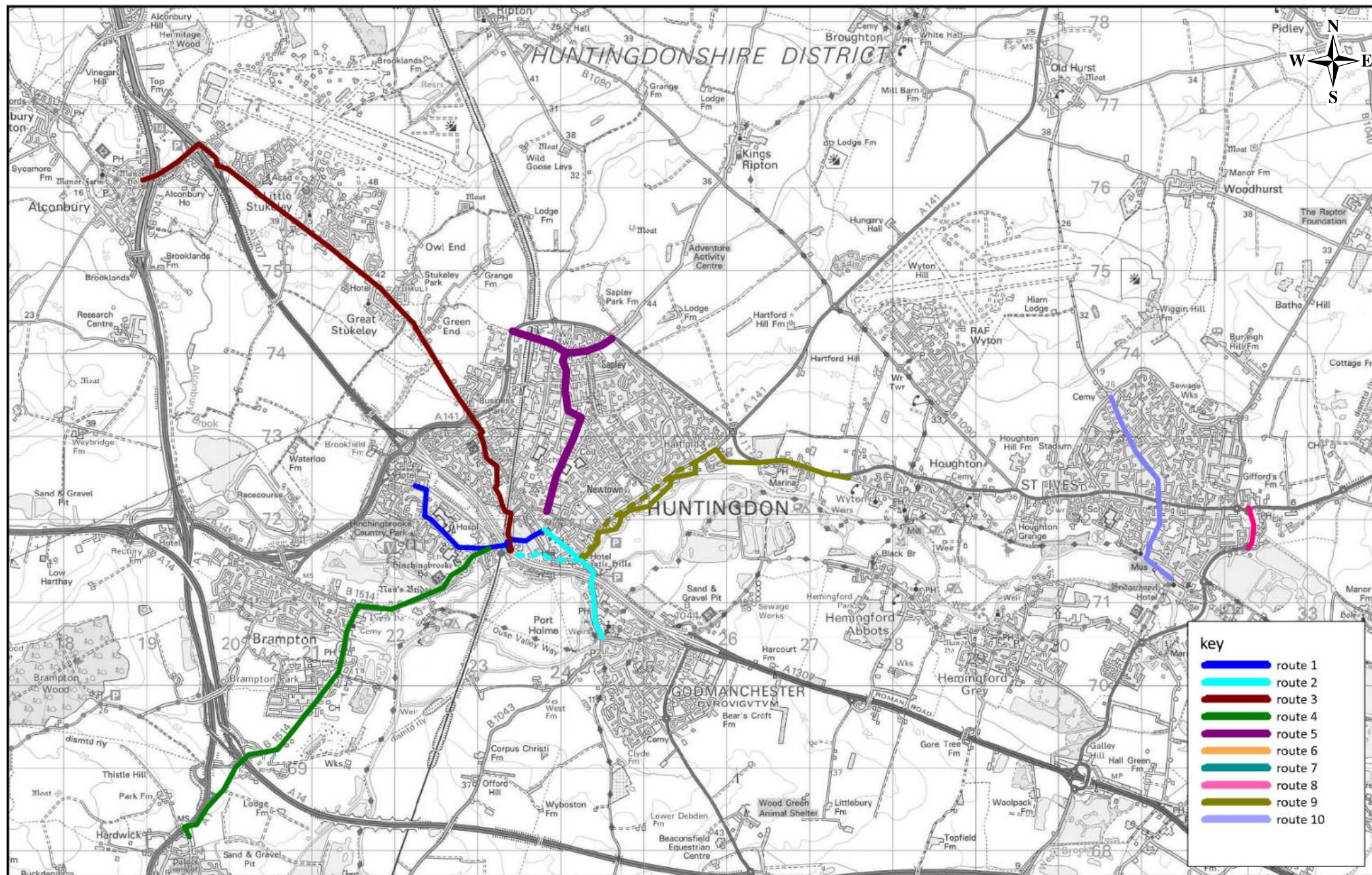


# Ely prioritised cycle routes



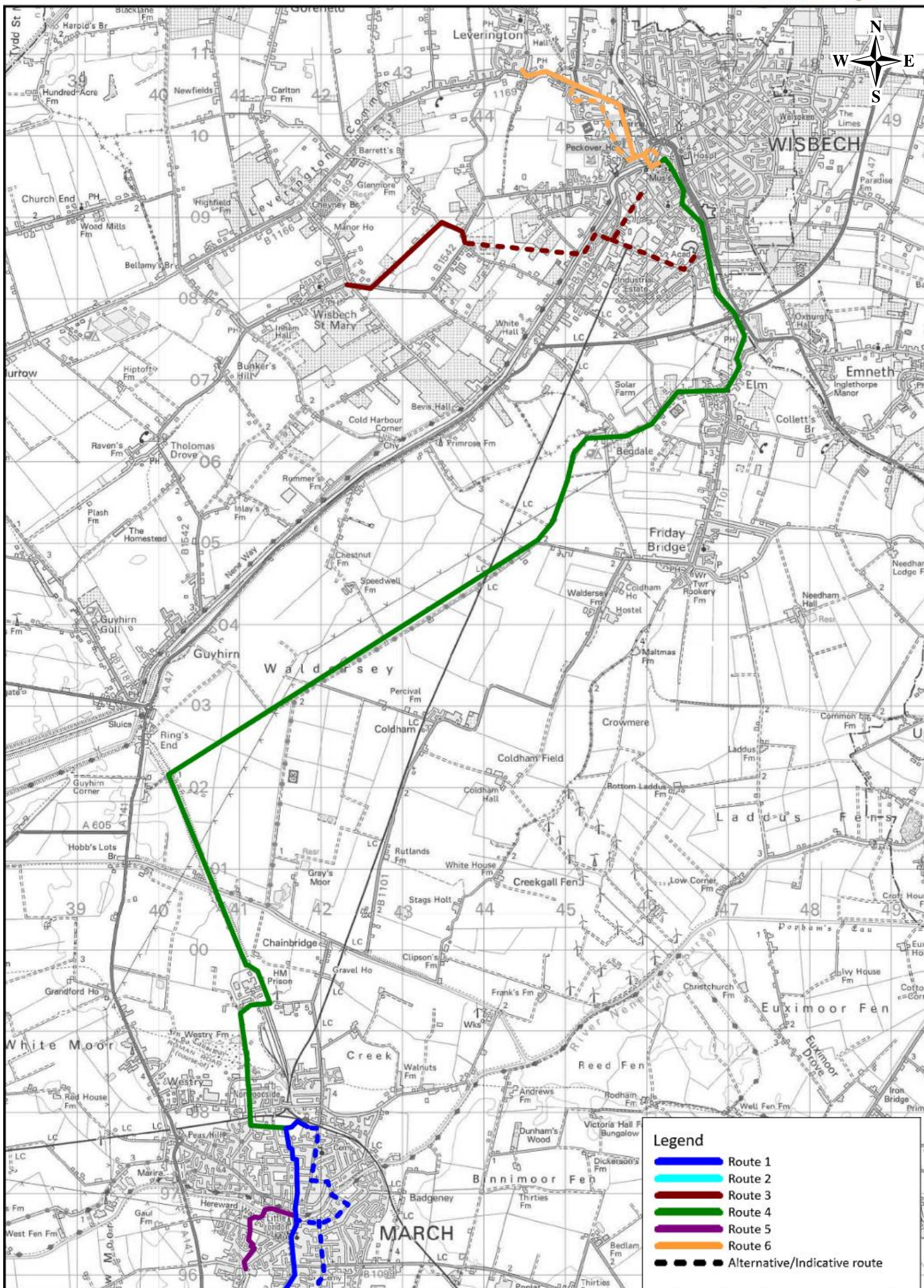


# Huntingdon and St Ives prioritised cycle routes



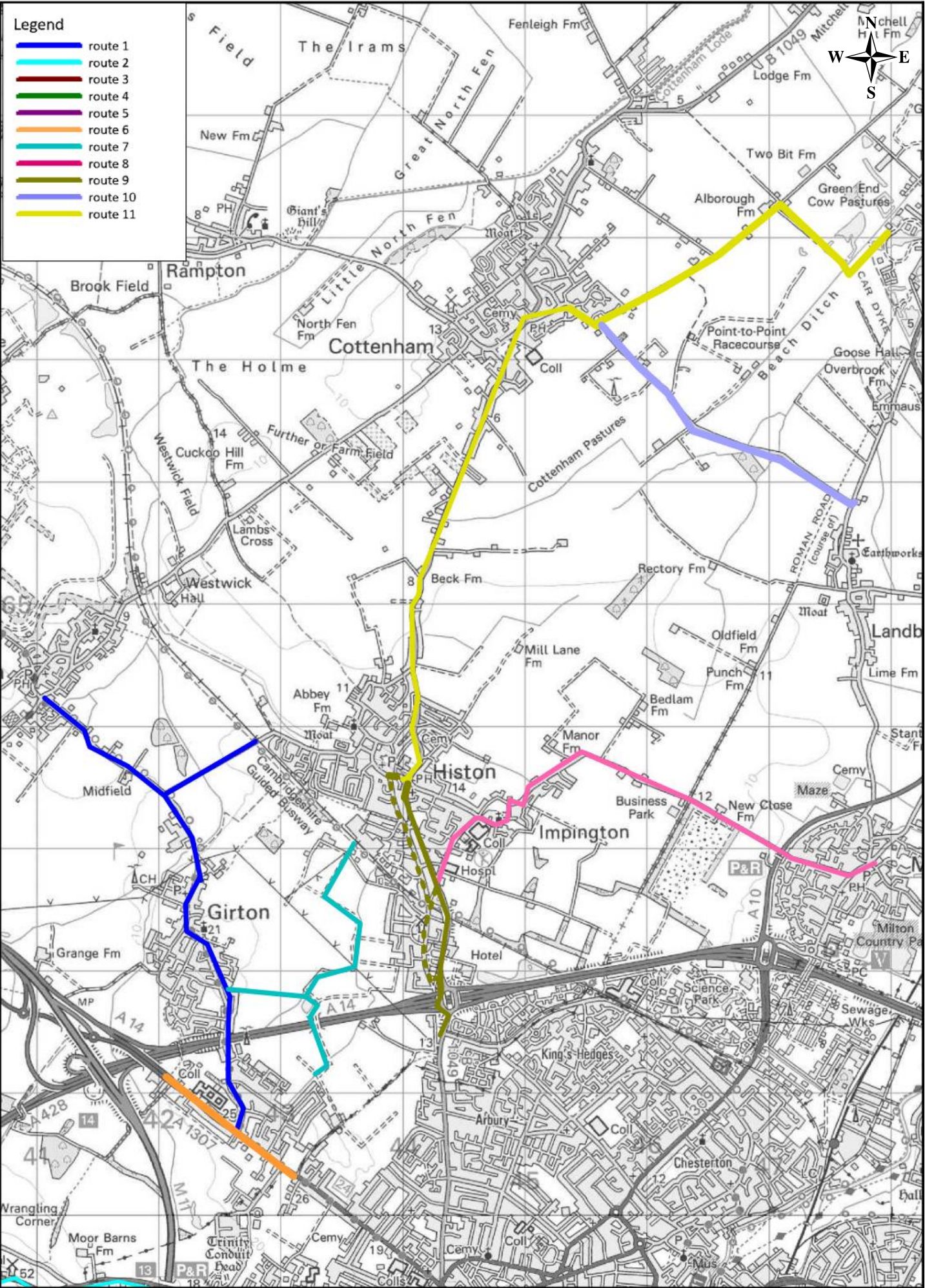


# March - Wisbech Prioritised Cycle Routes



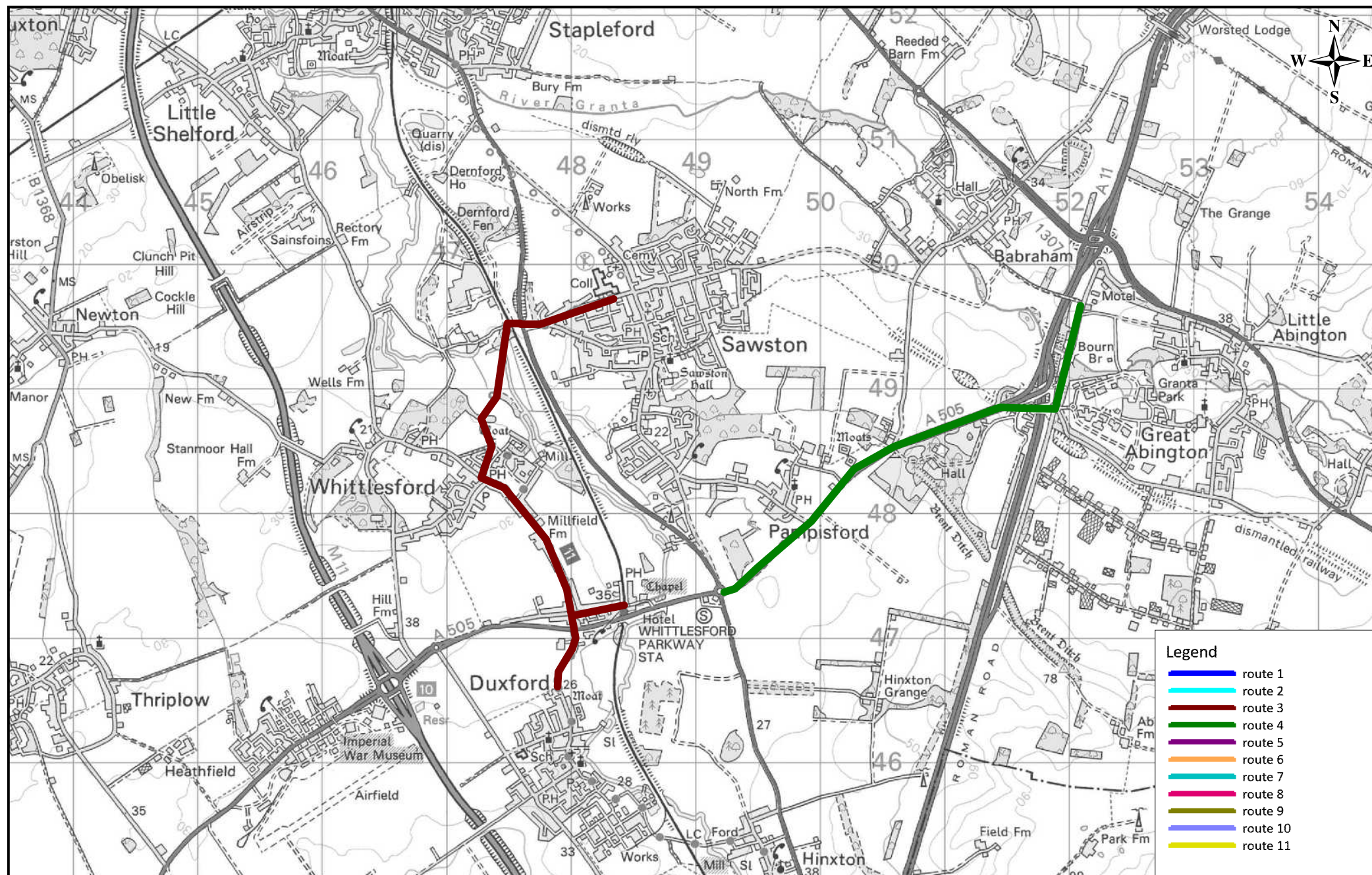


# South Cambridgeshire North prioritised cycle routes



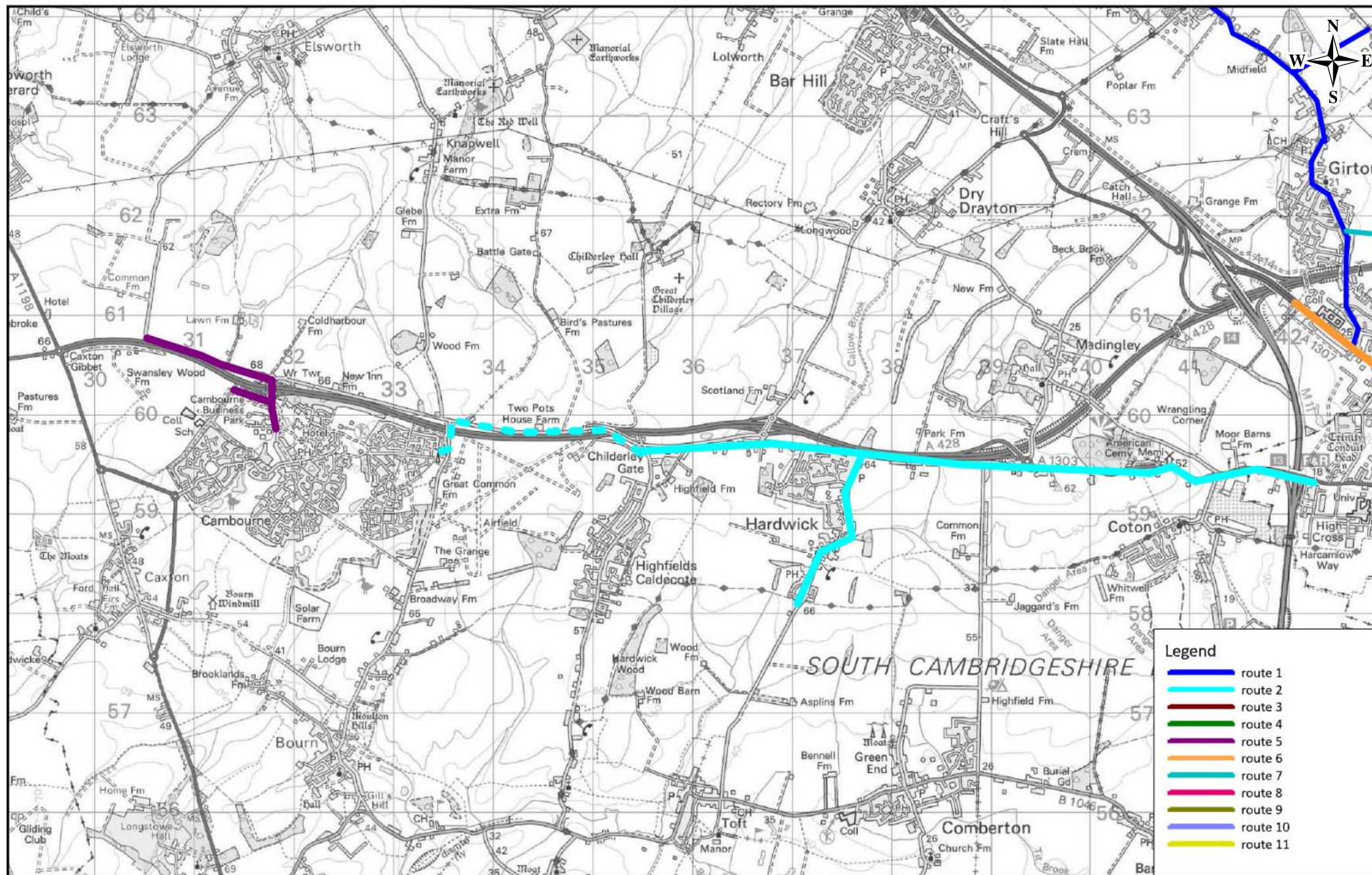


## South Cambridgeshire (south) prioritised cycle routes



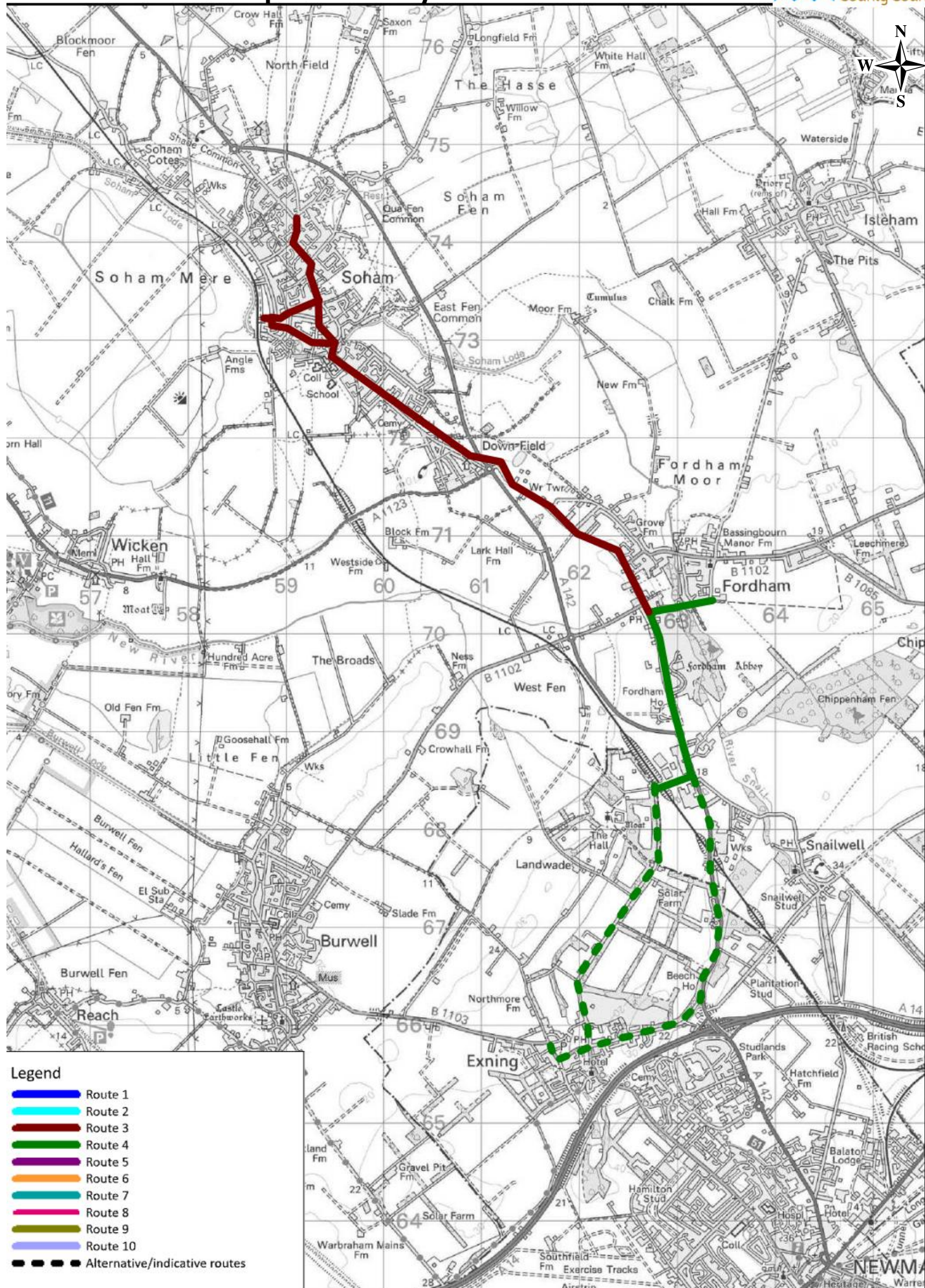


# South Cambridgeshire (west) prioritised cycle routes



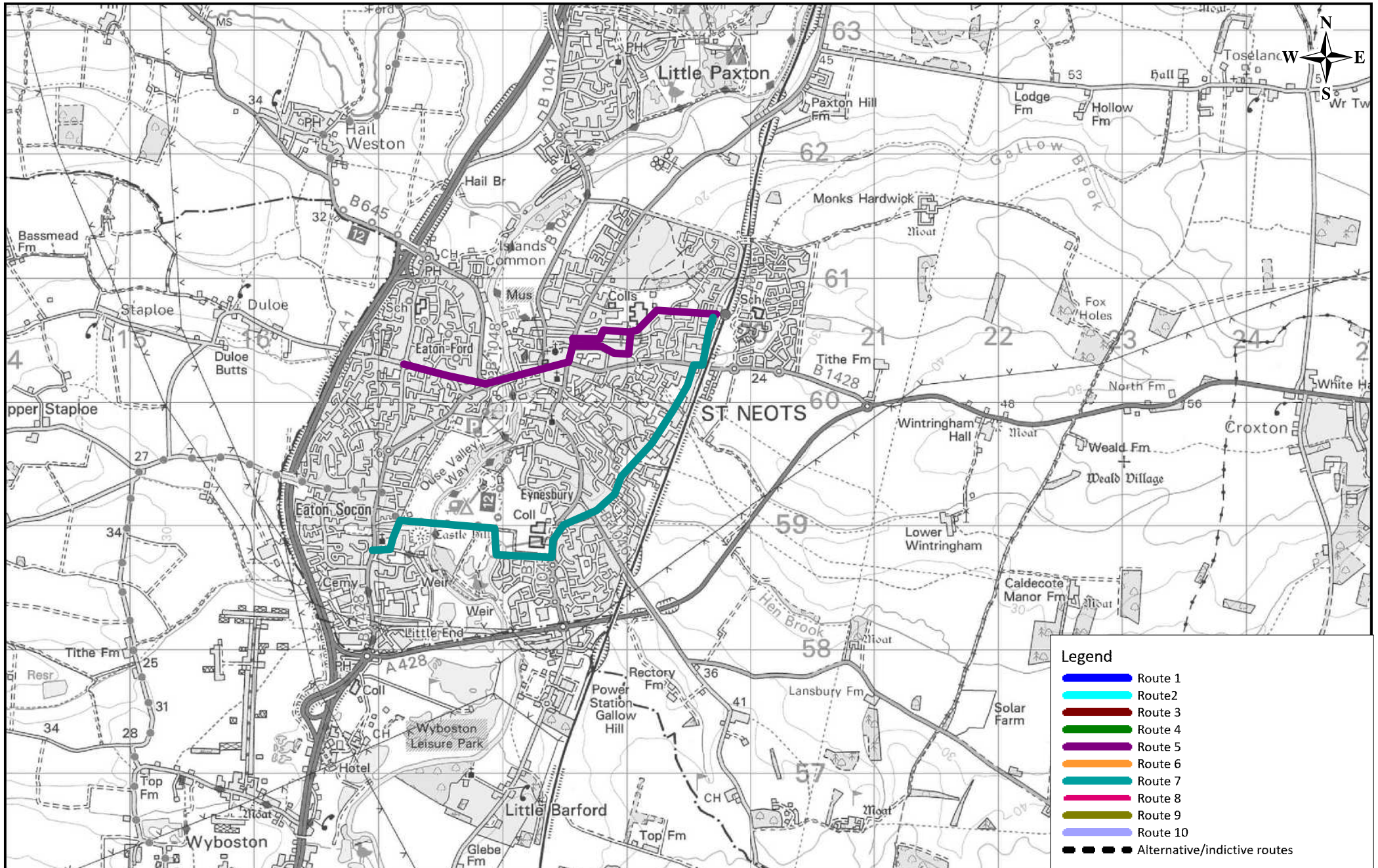


# Soham - Fordham prioritised cycle routes

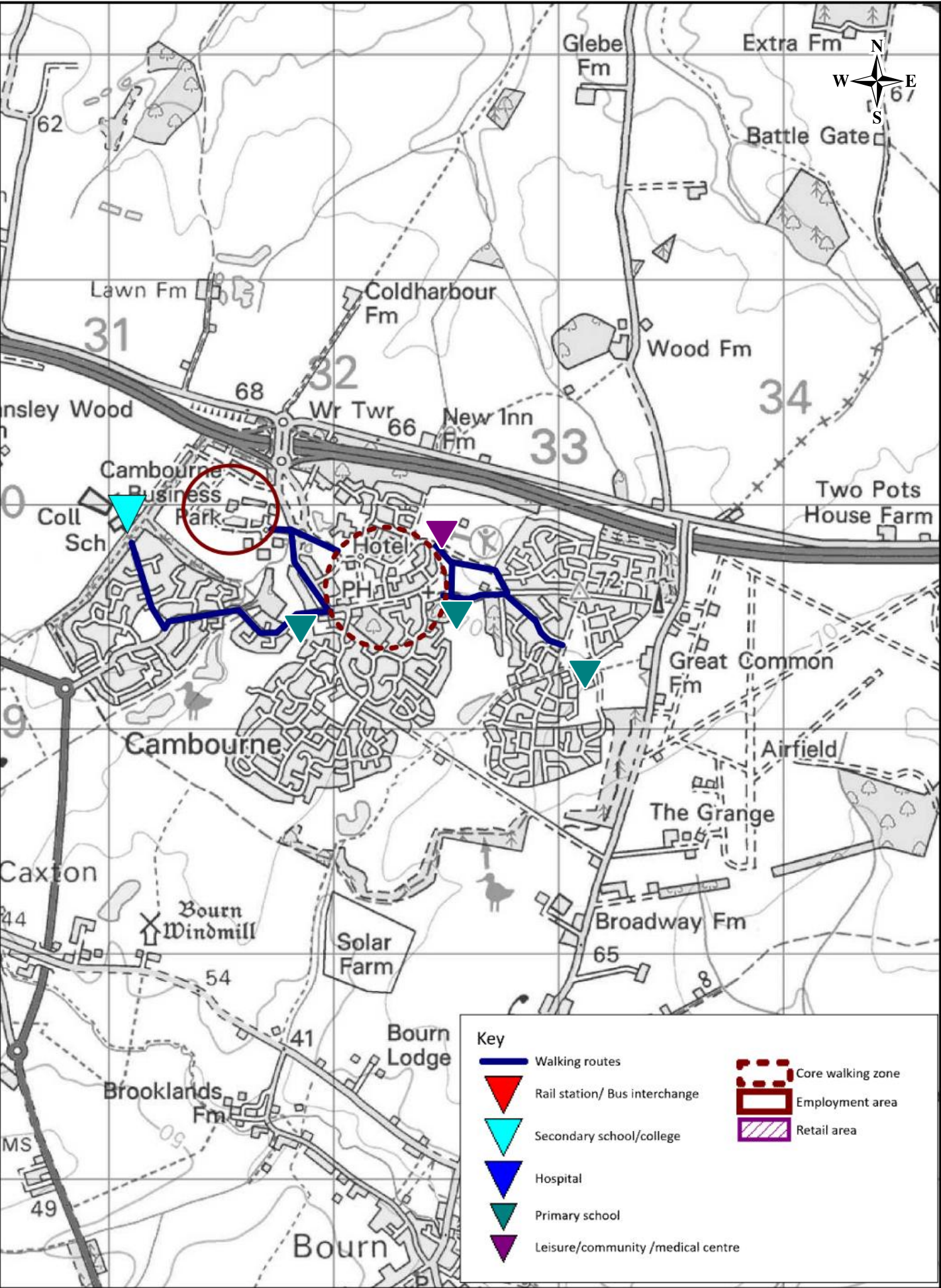




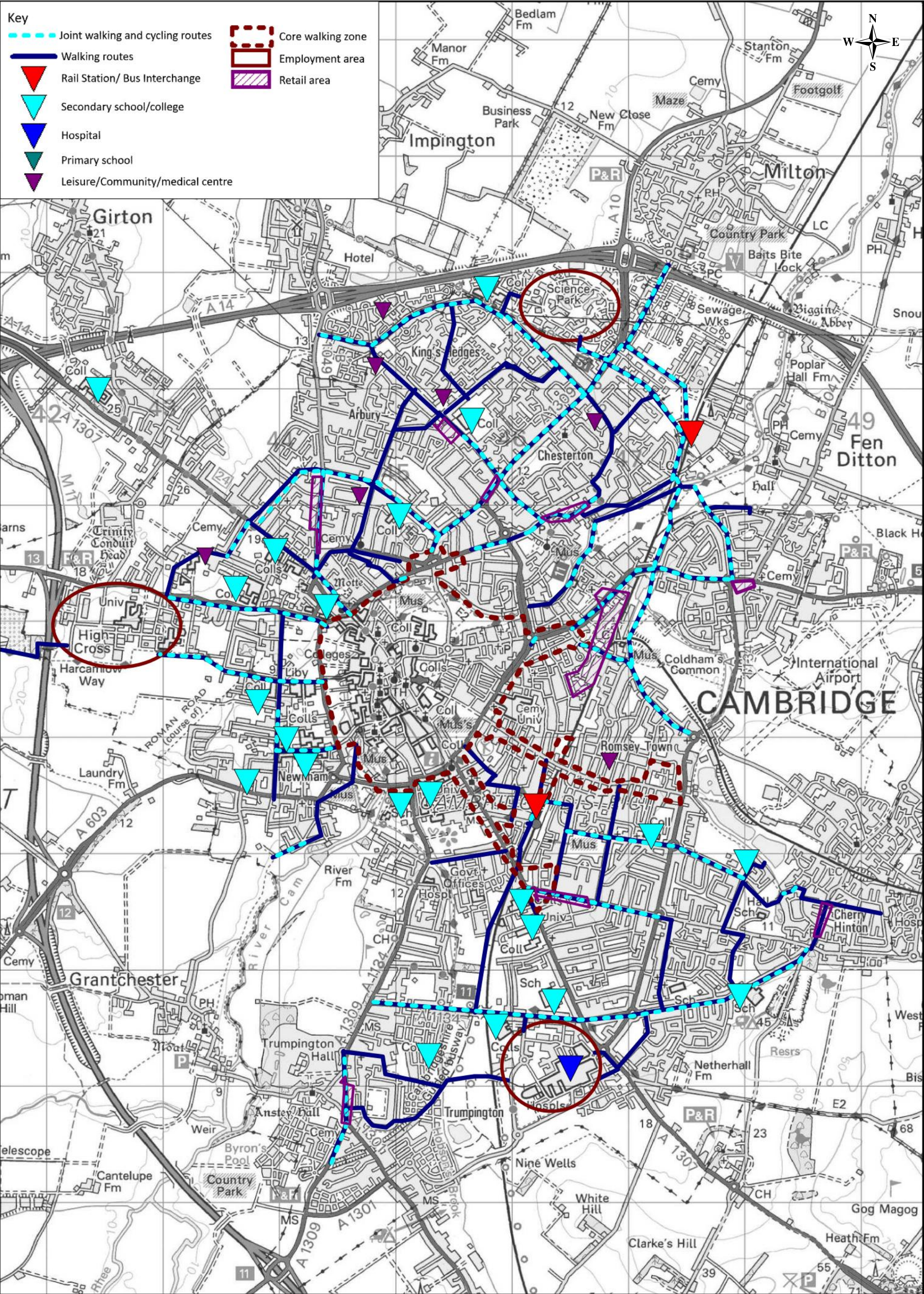
# St Neots prioritised cycle routes



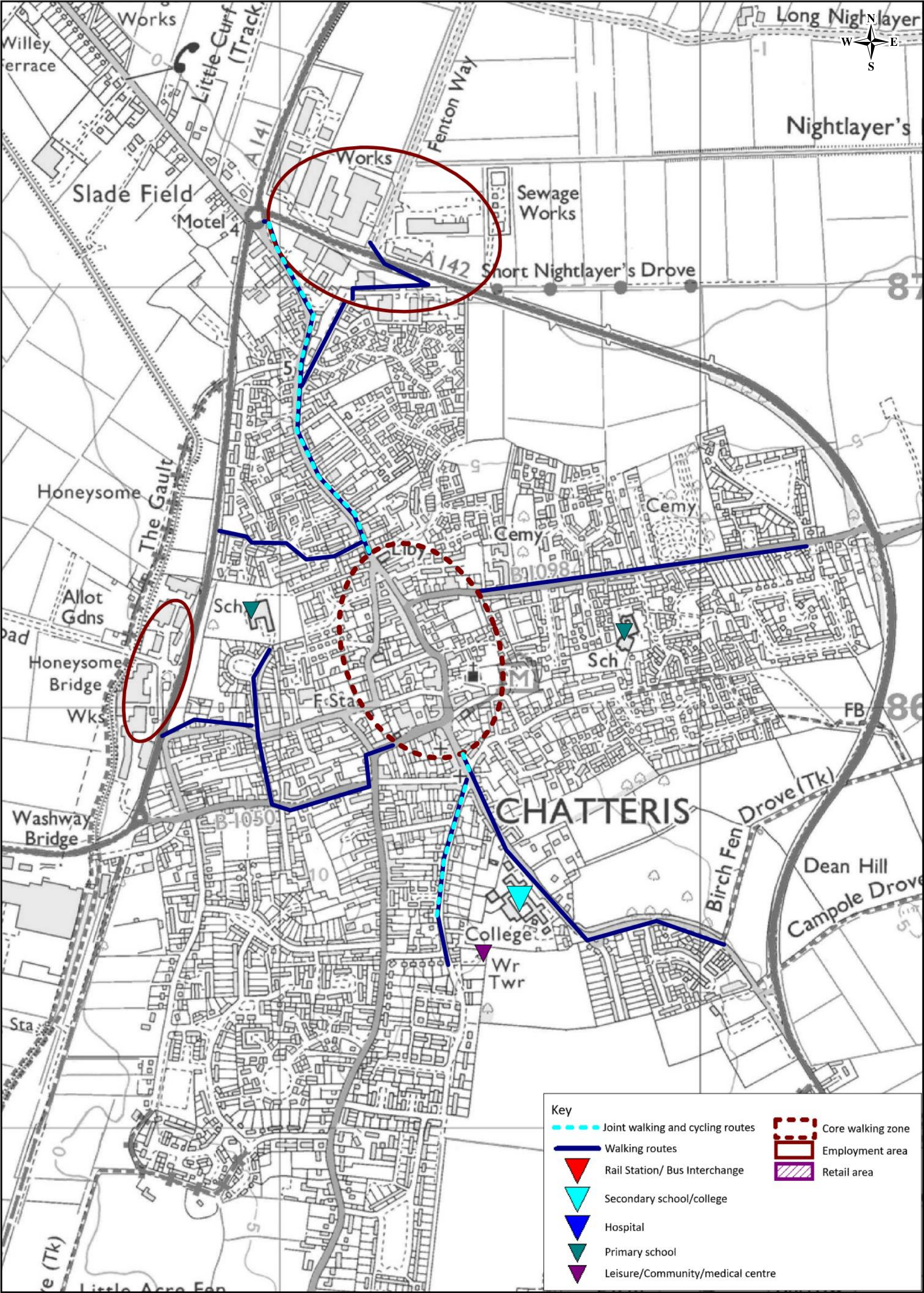




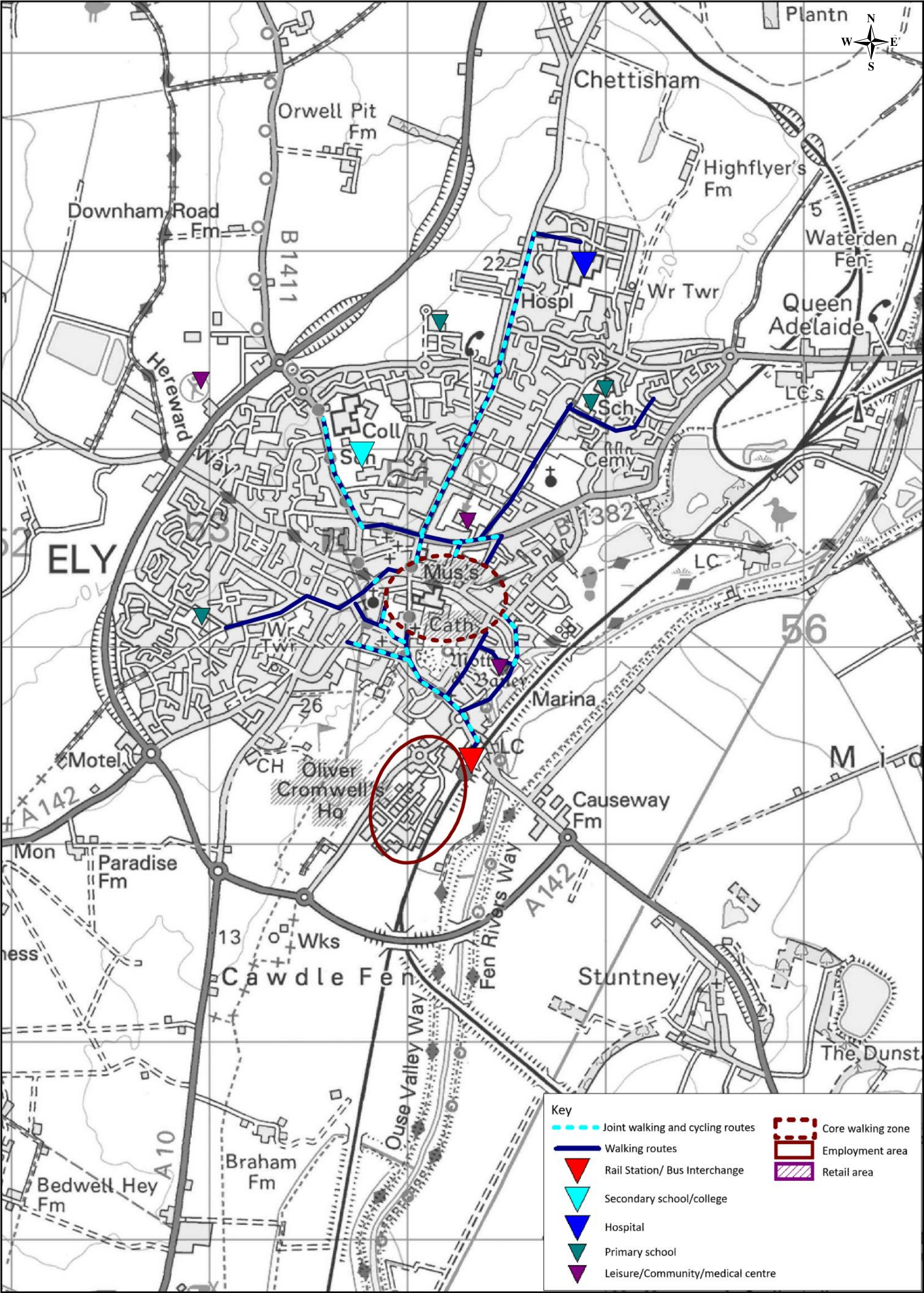




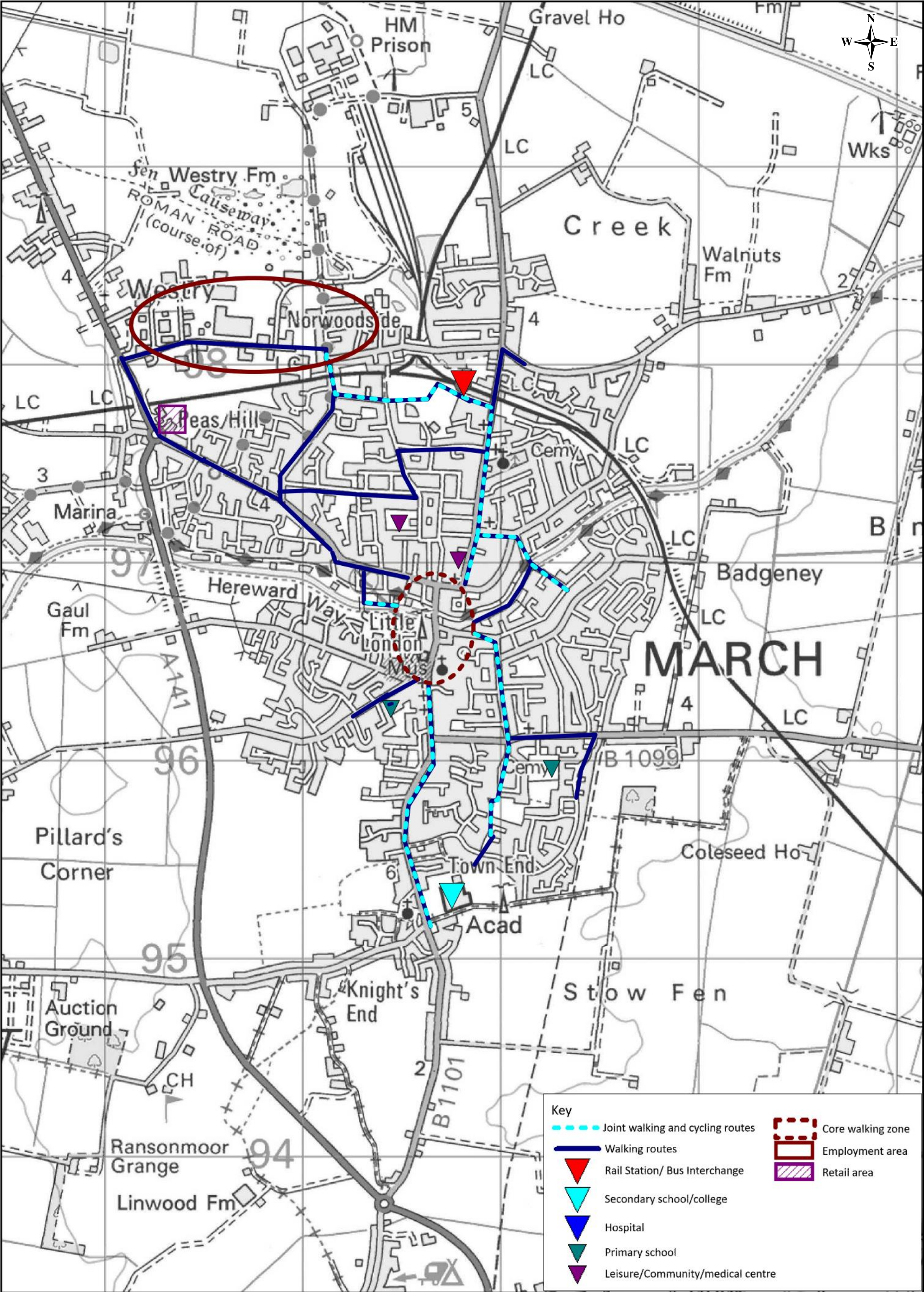




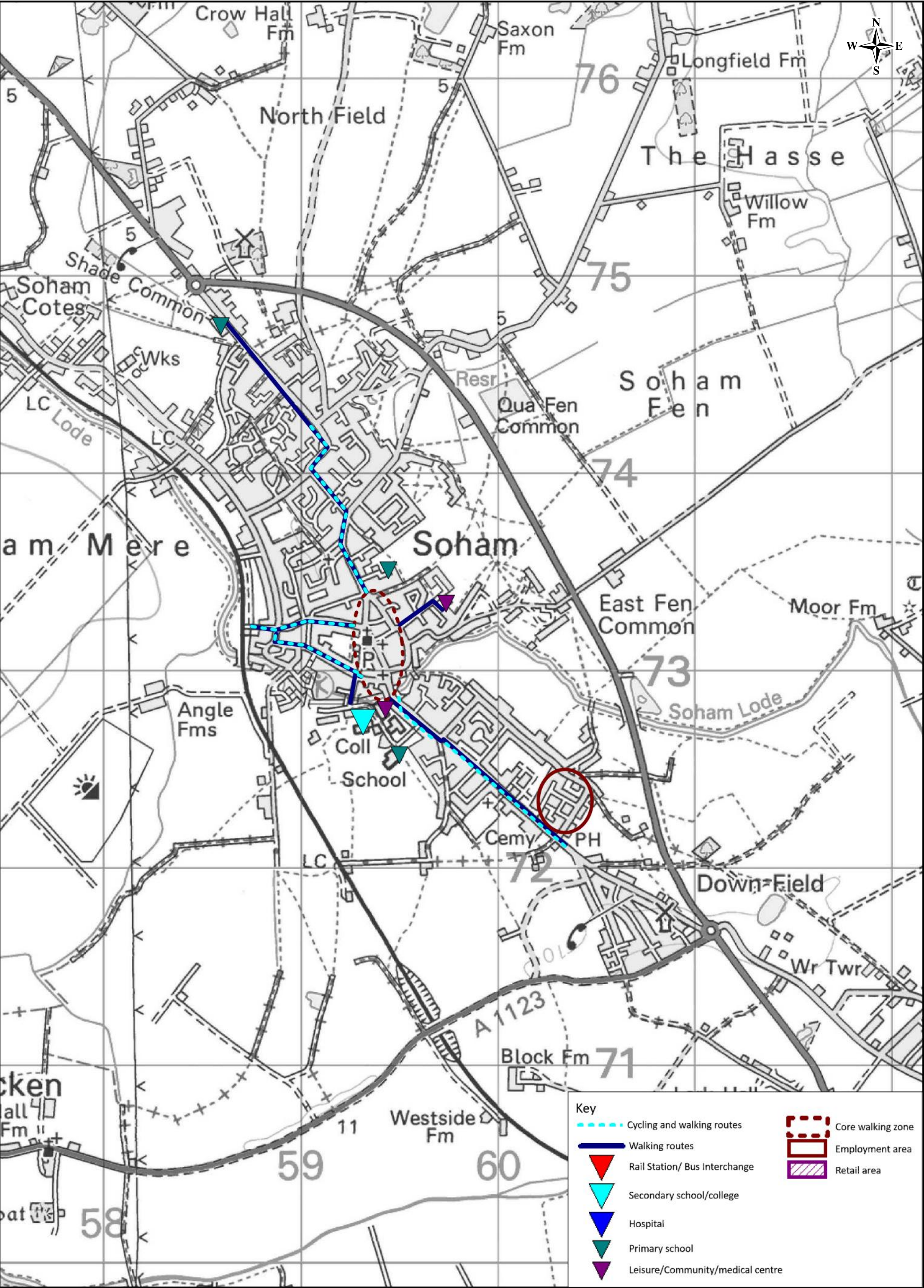






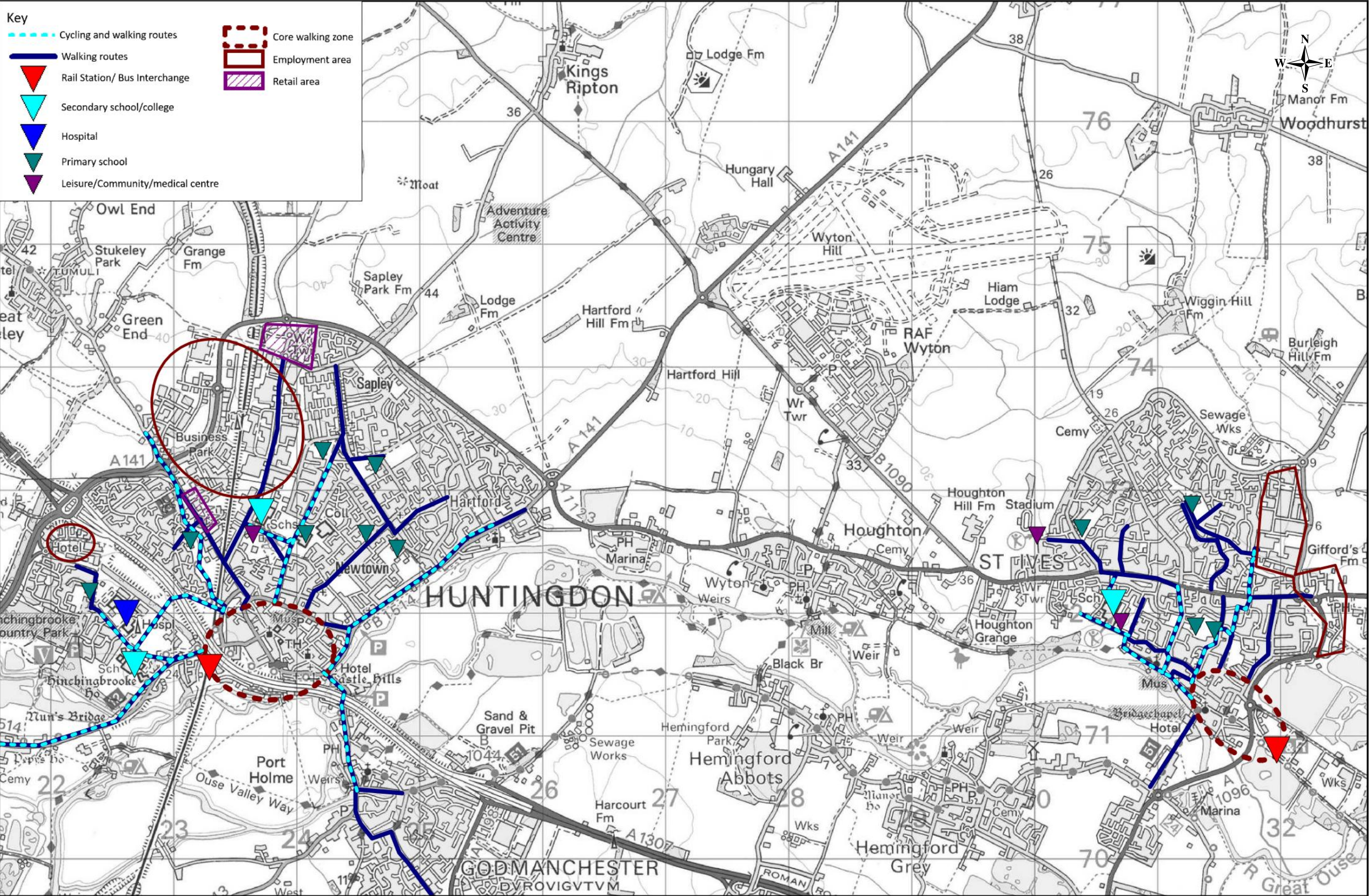




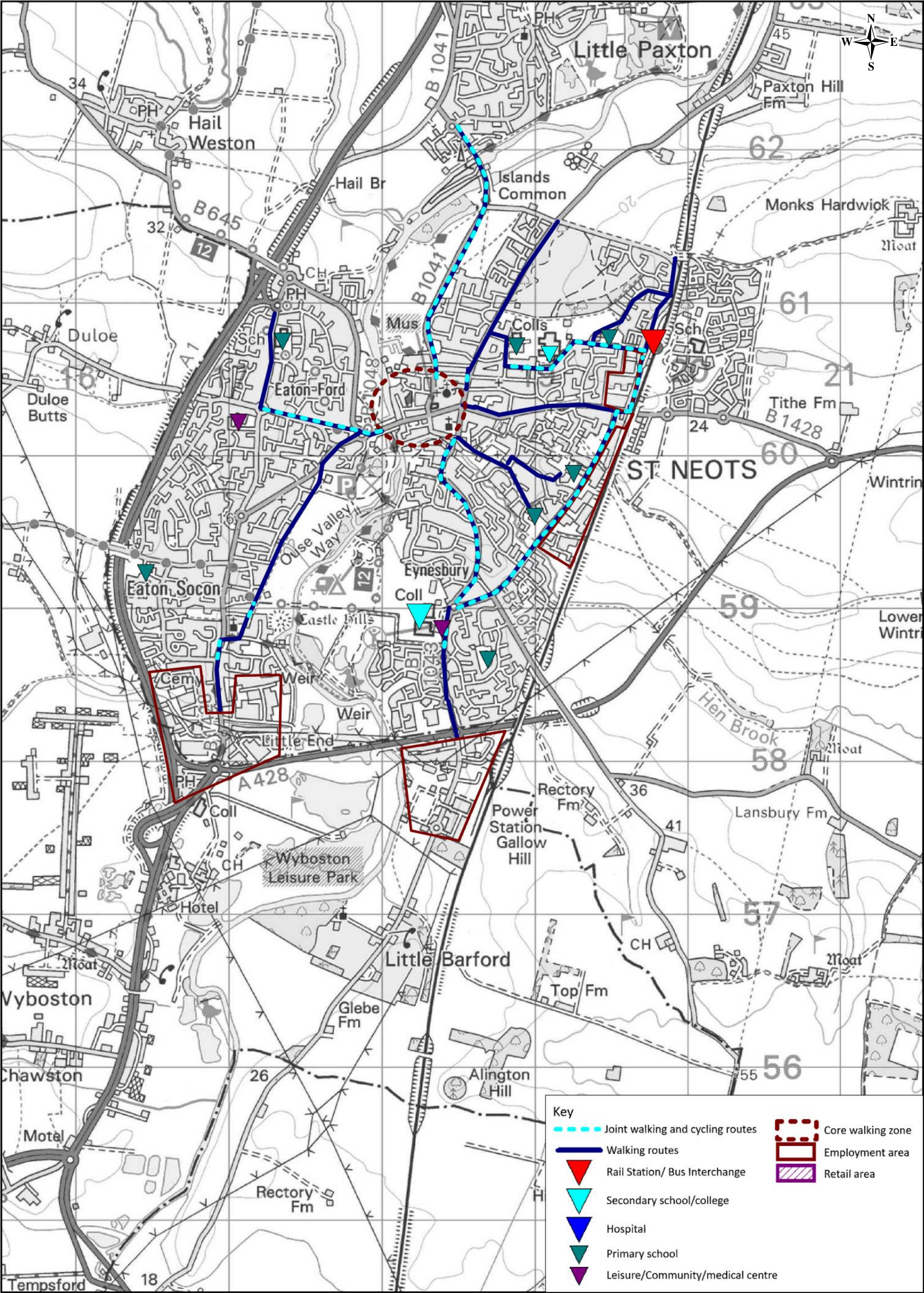




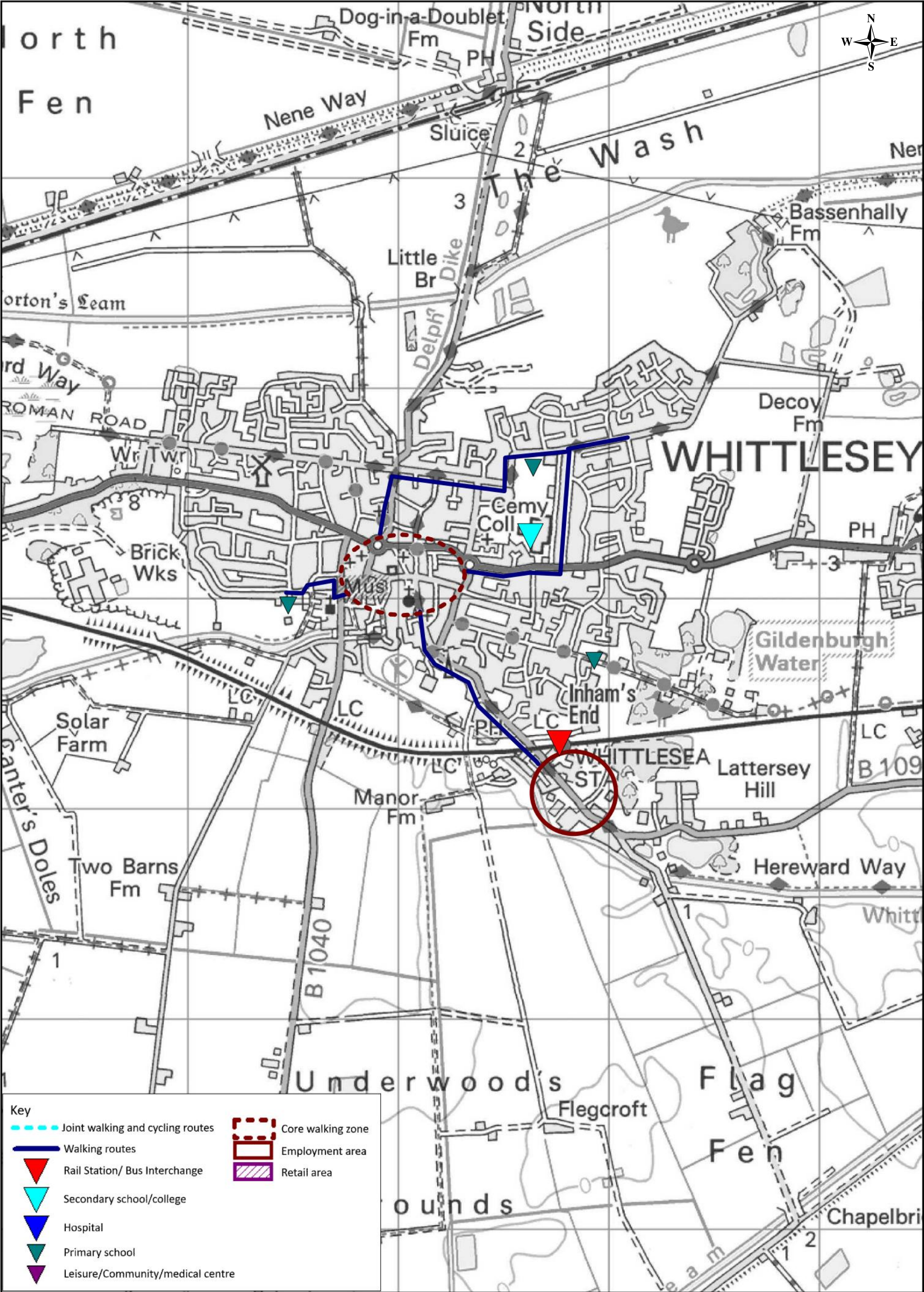
Huntingdon and St. Ives Walking Routes



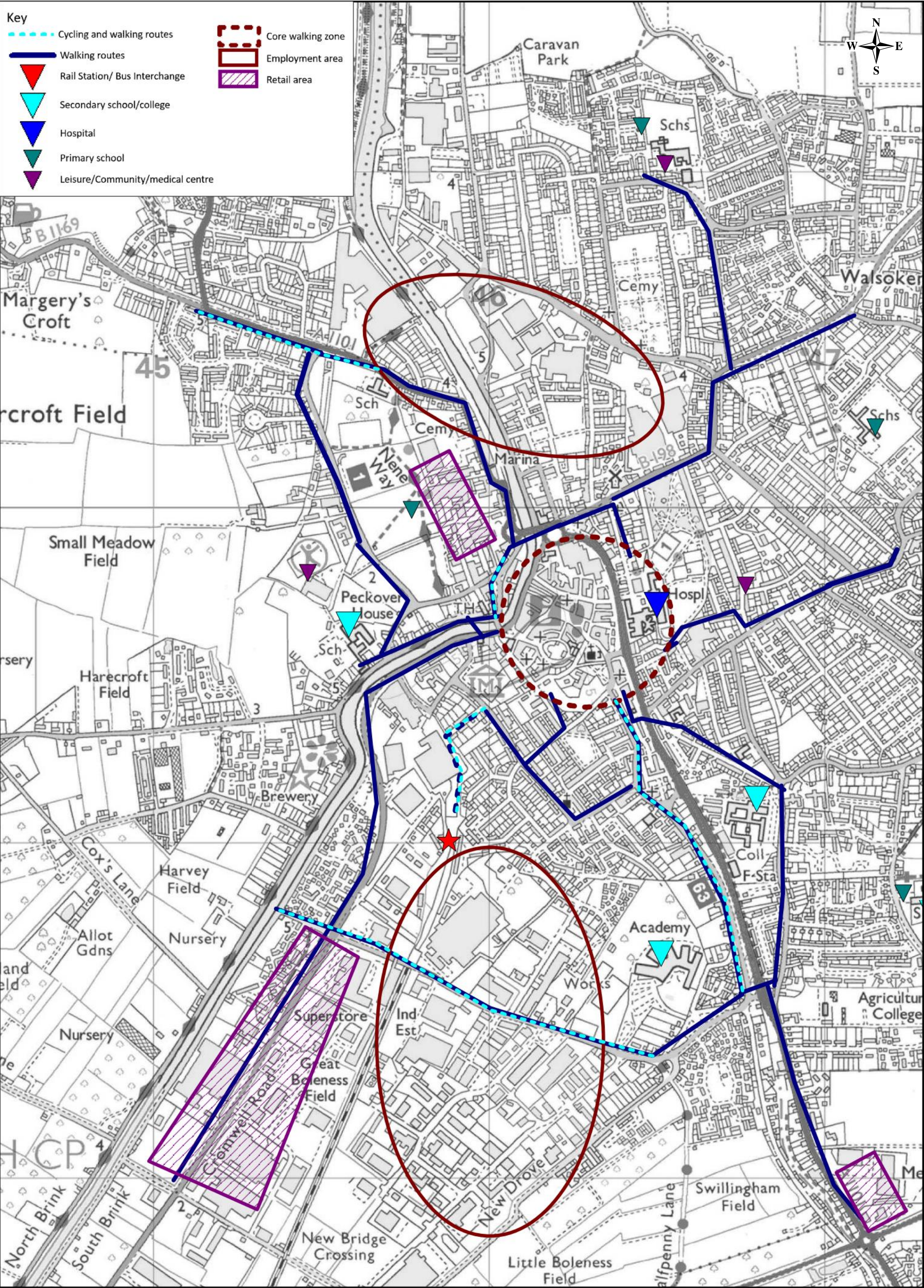














# Local Cycling and Walking Infrastructure Plans

## Walking Route Audit Tool

### Overview

The primary function of the Walking Route Audit Tool (WRAT) is to assess the current condition and suitability of a walking route. The WRAT is intended to be used during or following a site visit and provides a means of ensuring that all of the factors are considered.

### Walking Route Audit Tool Criteria

The WRAT uses a range of criteria to assess how well a route meets the core design outcomes, with scoring ranging from 2, being the highest, to 0, being the lowest.

The criteria are:

- attractiveness
- comfort
- directness
- safety
- coherence

### How to use the RST

The WRAT requires the auditor to score the route against the following criteria:

0 for poor provision (RED)

1 for provision which is adequate but should be improved if possible (AMBER)

2 for good quality provision (GREEN)

A score of 70% (i.e. a score of 28 out of a potential 40 points) should normally be regarded as a minimum level of provision overall. Routes which score less than this, and factors which are scored as zero should be used to identify where improvements are required. As the scoring is sometimes qualitative the tool also allows the auditor to add comments explaining their score allocation. The actions column allows auditors to record solutions to any of the issues identified on the route e.g.

### Summary

General information regarding the route can be entered at the bottom of the tool.

### Further Information

LCWIP Guidance (Annex C) provides further information about the WRAT.

### Acknowledgement

The WRAT was developed by Local Transport Projects Ltd. as part of the Active Travel Wales Guidance.



## Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

### Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
<b>1. ATTRACTIVENESS - maintenance</b>	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			
<b>2. ATTRACTIVENESS - fear of crime</b>	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			
<b>3. ATTRACTIVENESS - traffic noise and pollution</b>	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise			
<b>4. ATTRACTIVENESS - other</b>	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					
<b>ATTRACTIVENESS</b>				<b>0</b>		
<b>5. COMFORT - condition</b>	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
<b>6. COMFORT - footway width</b>	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
<b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
<b>8. COMFORT - footway parking</b>	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			
<b>9. COMFORT - gradient</b>	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			



<b>10.COMFORT</b> <b>- other</b>	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					
<b>COMFORT</b>				<b>0</b>		
<b>11.DIRECTNESS</b> <b>- footway provision</b>	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			
<b>12.DIRECTNESS</b> <b>- location of crossings in relation to desire lines</b>	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			
<b>13.DIRECTNESS</b> <b>- gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b>	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			
<b>14.DIRECTNESS</b> <b>- impact of controlled crossings on journey time</b>	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.			
<b>15. DIRECTNESS</b> <b>- green man time</b>	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			
<b>16.DIRECTNESS</b> <b>- other</b>	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					
<b>DIRECTNESS</b>				<b>0</b>		
<b>17.SAFETY</b> <b>- traffic volume</b>	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.			
<b>18.SAFETY</b> <b>- traffic speed</b>	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.			
<b>19.SAFETY</b> <b>- visibility</b>	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.			
<b>SAFETY</b>				<b>0</b>		
<b>20. COHERENCE</b> <b>- dropped kerbs and tactile paving</b>	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.			
<b>COHERENCE</b>				<b>0</b>		
<b>Total Score</b>				<b>0</b>		

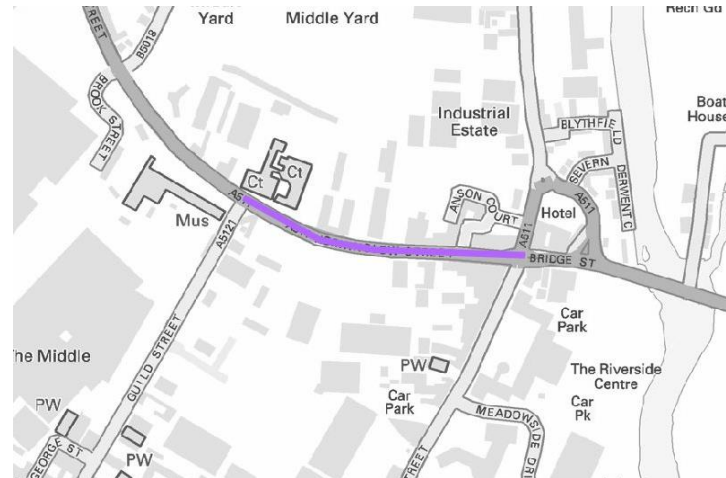


## ROUTE SUMMARY

Route Name	Horninglow Street
Length	340 metres
Name of Assessor(s)	James Lowe
Date of Assessment	Friday, August 09, 2019

Criterion	Performance Scores
Attractiveness	#REF!
Comfort	0
Directness	0
Safety	0
Coherence	0
Total	0

Comments	
Actions	





Scheme Description				Cost	Timescales (short, medium & long term)	Economy	WRAT	Effective ness	Policy		Deliverability		Connectivity	
Ref.	Route	Section	Description	Cost	Choose between short, medium & long term)	Partial funding available	WRAT score	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Contribution of the scheme to the overall network development	Total score
1	School Lane (27)	Length of the road.	Review tactile paving provision. Provide additional crossing points along route to access facilities. Reduce side road junction crossing widths.		Medium		1	1	1	3	3	3	2	14
2	Eastgate (26).	Length of the road.	Review tactile paving provision. side road junction crossing widths. additional crossing points along route to access schools	Reduce Provide	Medium		1	1	1	3	3	3	2	14
3	Broad Street (22).	Length of the road.	Review tactile paving provision. additional crossing points along route to access bus stops	Provide	Medium		2	1	1	0	3	3	2	12
CA2	Business Park / Back Lane (22).	Cambourne Road roundabout.	Provide improved pedestrian crossing facilities. side road junction crossing widths.	Reduce	Medium		2	3	0	0	2	3	2	12
CA3	Lancaster Gate (25).	Length of the road.	Review tactile paving provision. areas of footway that are uneven or broken up. road junction crossing widths.	Resurface Reduce side	Medium		1	1	1	1	3	3	2	12
CA5	High Street (26).	Length of the road.	Review tactile paving provision. road junction crossing widths. Provide additional crossing points along route to access facilities. Construct footway link between junction of School Lane and Sackville Way on N side of High Street. Remove section of road at junction with Back Lane, opposite the leisure centre, and put in zebra crossing to Leisure Centre. Restrict parking on footway outside Monkfield Arms	Reduce side	Medium		1	1	1	1	3	3	2	12
CA8	Back Lane (27)	Length of the road.	Review tactile paving provision. road junction crossing widths.	Reduce side	Medium		1	1	1	0	3	3	2	11



Scheme Description				Timescales (short, medium & long term)	Economy	WRAT	Effectiveness	Policy		Deliverability		Connectivity	
Ref.	Route	Section	Description	Choose between short, medium & long term)	Partial funding available	Score	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Contribution of the scheme to the overall network development	Total score
CG5	Radegund Rd / Birdwood Rd / link to Snakey path (19).	Along route to Snakey Path, but not path itself.	Install zebra crossing on Radegund Road on Perne Road side of Community College. Install tactile paving and repair surface at Gray Road crossing on Birdwood Road. Add central refuge at crossing of St Thomas Road. Add zebra crossing of Birdwood Road to east of St Bede's School entrance. Add dropped kerbs and tactile paving on south side of Birdwood Road for crossing of Walpole Road. Add raised crossing of Walpole Road on north side of Birdwood Road junction to link with park access. Add signage for park. Tighten junction and add dropped kerbs and tactile paving for crossing of St Bede's Crescent. St Bede's Crescent seems to have an issue with footway parking, restricting space for pedestrians. Review parking regulations and arrangements to reduce/stop pavement parking. Add dropped kerbs and tactile paving on all arms of St Bede's Crescent/ St Bede's Gardens junction. Add dropped kerbs and tactile paving at side road crossing by 59, St Bede's Gardens. Add signage for link to Snakey path.	Short		3	3	1	3	3	2	3	18
CG12	Long Road (22)	Along the length of the road.	There is no footway from Long Road to Sixth Form College along Robinson Way for c 45m. Extend footway to link with existing. There is no link between busway path and Long Road. Consider adding ramp or steps. Arrangements will need to be made to change crash barriers. Cut back vegetation and widen footway along Campus edge, where possible, between Robinson Way and Adrian Way, particularly near pelican crossing. Also cut back vegetation nearer Hills Road junction on city centre side.	Short		2	3	2	3	3	2	2	17
CG4	Alpha Terrace (17).	Length of the road.	Two major issues appear to be cars parking on footway, leaving minimal width for footway and poor quality of surface. Resurface / repair footway where required. Review parking regulations and arrangements to reduce/ stop pavement parking. Tighten junction and add dropped kerbs and tactile paving at Alpha Terrace crossing on High Street footway.	Short		3	2	0	3	3	3	2	16
CG13	Queen Ediths Way (23)	Fendon Road roundabout.	Roundabout recently rebuilt, so should be good. Need to review once usage has settled down.	Medium		2	3	2	3	2	2	2	16
CG1	Newmarket Rd (12).	Wadloes Road roundabout, Ditton Lane	Improve crossing facilities at the major junctions along Newmarket Road. Widen refuges at Wadloes Road and Barnwell Road junctions with roundabout, add tactile paving for crossings. Guard railing and two stage crossing of Newmarket Road is not up to modern standards and should be changed at appropriate time. There is no signalled crossing for pedestrians at Ditton Lane junction. Add pedestrian phases to signalled junction with dropped kerbs and tactile paving.	Long	1	3	3	2	0	2	2	3	16
CG20	Northfield Ave (24).	Aragon Close	Re-align carriageway at Aragon Close junction and closer to trees beyond the central island, to allow the central island to be widened with tactile paving and dropped kerbs.	Long		2	2	2	3	2	2	2	15
CG19	Cherry Hinton High Street (24).	North of Mile End Road and south of the railway crossing.	Add dropped kerbs and tactile paving for crossing of Mile End Road by mini roundabout. Add tactile paving and raised crossing of slip road from Mile End Road (by Indian Palace) and for crossings of Mile End Close and Chequers Close. Install zebra crossing of High Street between Mile End Close and Chequers Close. Install dropped kerbs and tactile paving at Fishers Lane crossing. Install raised crossing of High Street to north of Fishers Lane junction as outside shops, to serve bus stops.	Long		2	3	2	3	1	2	2	15



CG25	Oxford Rd, Warwick Rd, Gilbert Rd (26)	Along the length of the roads.	<p>The major issue on this is the link between Oxford Road and Warwick Road. Oxford Road footways are narrow and the carriageway appears wider than neighbouring similar streets. Widening one or both footways by 300mm or more is recommended but expensive.</p> <p>Add dropped kerbs and tactile paving at Wentworth Road junction. There is parking on the footway at the Windsor Road end of Oxford Road. Restrict pavement parking with bollards if necessary.</p> <p>Add raised table at Windsor Road/ Oxford Road junction with crossing points, link paths and tactile paving on all 3 arms and link with Warwick Road path.</p> <p>Remove barriers and bins on path between Windsor Road and Warwick Road. Remove parking places by 18, Warwick Road and designate that area as turning bay with double yellow lines.</p> <p>Re-align kerb and footway on existing footway to give smooth link between Windsor Road path and footway.</p> <p>Add tactile paving on link path opposite Lingholme Close.</p>	Short		1	3	1	3	3	2	2	15
CG22	Tenison Road (26).	Along the length of the road.	<p>Tighten junction with Ravensworth Gardens to reduce crossing distances and speeds or add raised crossing across junction.</p> <p>Relocate dropped kerbs and tactile paving as needed.</p> <p>Add tactile paving on one side of Tenison Avenue at junction.</p> <p>Add dropped kerbs and tactile paving for informal crossing on raised table at Kings Church.</p> <p>Add rased crossing and tactile paving at Felton Street junction.</p> <p>Replace missing tactile paving at Mill Road junction.</p>	Short		1	2	3	2	3	2	2	15
CG2	Ditton Lane (by shops)(16)	Dudley Road junction	<p>Add raised crossing at entrance to private property near Newmarket Road junction. Pedestrian access to the cemetery is poor add zebra crossing and linking path to cemetery entrance.</p> <p>Tighten Dudley Road junction and Thorpe Road junction to reduce crossing widths and slow speeds down, with repositioned dropped kerbs and tactile paving.</p> <p>Add zebra crossing of Ditton Lane on shops side of Thorpe Road junction removing guard rail as appropriate.</p> <p>Walking routes on west of Ditton Lane north of shops are disjointed. Extend existing path by c. 20m, from main road junction to link with path in front of houses where Ditton Lane (the residential street) is set back from main road. (Only necessary on shops side of entrance to housing).</p> <p>Add tactile paving at crossing of southern entrance to Ditton Lane housing. At northern entrance extend path by c. 10 m around southern edge of carriageway and provide new tactile paving and dropped kerb to link with Dunsmore Close western footway.</p>	Short		3	3	0	0	3	3	2	14
CG6	Coldhams Lane (19).	Length of the road.	<p>Install flush dropped kerbs and mark out crossing of private access road to north-west of St Andrew's Church.</p> <p>Add tactile paving at crossing of Orchard Estate. Tighten both junctions and add/ reposition dropped kerbs and tactile paving at crossings of Queens Meadow.</p> <p>Add tactile paving at crossings of Wolsey Way, Britannic Way, Kathleen Elliot Way. Add pedestrian phase on northern arm of Norman Way signalled junction.</p> <p>Add zebra crossing and reposition 30 mph limit to north of Pinks Close where northern footway ends and for access to bus stop.</p> <p>Narrow footway along rural part of Coldhams Lane would benefit from widening.</p> <p>Add zebra crossing to north-west of Nuttings Road junction.</p> <p>Widen footway on northern side of Coldhams Lane between zebra crossings and under railway. If necessary remove/ reduce footway on opposite side.</p>	Medium		3	3	1	0	2	2	3	14
CG24	Grange Road (26)	Along the length of the road.	<p>Tighten Champneys Walk junction and add raised crossing with tactile paving. Review signing of footway on eastern side as shared use and change as agreed. (Footway is narrow in places and carriageway is designated as 20 mph).</p> <p>Clear flush routes need to be marked across private entrances.</p> <p>Add raised crossing over entrance to 31 Grange Road, University Rugby Practice Ground road, Robinson College cycle parking/ service road (entry and exit) amending/ moving kerbs as appropriate.</p> <p>Priority sign by St John's School appears to be blocking footway. If possible relocate to back of footway in unobscured position.</p>	Short		1	2	2	3	3	2	1	14



CG8	Campkin Rd (20).	Various locations along Campkin Road.	Install zebra crossing and links by entrance to Arbury Community Centre. Review planting triangle at side road entrance opposite Community Centre (possibly extend it back from main road) and construct path along road edge across entrance with dropped kerbs and tactile paving. Add dropped kerbs, link paths and tactile paving next to traffic island to south of Northfield Avenue. Add tactile paving at side road crossing nearby and across both accesses to Grove School. Add tactile paving at Crowland Way crossing and at two existing crossings at Hawkins Road junction. Add link path, dropped kerb and tactile paving to north of Hawkins Road junction. Add zebra crossing and link paths to south-east of St Kildas Avenue junction, before bus stop. Add dropped kerbs and tactile paving on all arms of Hawkins Road junction. Add dropped kerbs and tactile paving at Woodhouse Way junction. Widen refuge at Kings Hedges Road junction.	Medium		2	3	1	3	1	2	2	14
CG15	Off road through Cherry Hinton Hall / Colville Road (23).	Off road through Cherry Hinton Hall . Along the length of Colville Road.	Review surface and widths for paths in Cherry Hinton Hall Park and widen/ resurface as appropriate. Along Colville Road mark out or add raised crossings of entrances to Leisure Centre (x2), Service Area for shops and service road behind car park. Add zebra crossing between Colville Primary entrance and bus stop. Add tactile paving on Augers Road and Leete Road crossing. Tighten Colville Road/ Bridewell Road junction and add dropped kerbs with tactile paving over all 3 arms.	Short		2	2	0	3	3	2	2	14
CG21	Wulfstan Way (25).	Along the length of the road.	Add zebra crossing or other formal crossing between bus stops near 18, Wulfstan Way. This may involve the loss of a tree and parking places so will need consultation. Add tactile paving and mark out crossing of Cornford House Surgery entrance.	Short		1	2	2	2	3	2	1	13
CG9	Wadloes Rd , Barnwell Rd , off road path to bridge and Ditton Meadows (20)	Off road path on Ditton Meadows Newmarket Road junction.	Provide revised crossing facilities without a stagger and closer to the desire line at the Newmarket Road junction. Guard railing and two stage crossing of Newmarket Road to east of roundabout is not up to modern standards and should be changed at appropriate time. No provision to west. This also needs a modern signalled crossing. Repair / resurface damaged footway sections.	Medium		2	3	1	2	1	2	2	13
CG10	Trumpington High Street (21).	Along the length of the road.	Extend central refuge on Anstey Way junction, alter dropped kerbs and add tactile paving for improved crossing. Tighten Beverley Way, Lambourn Close and Wingate Way junctions with new dropped kerbs and tactile paving or add raised crossings across entrance. Tighten junction and add dropped kerbs and tactile paving at Alpha Terrace crossing on High Street footway. Bus shelters by Coach and Horses and by Shell petrol station are very restrictive. Negotiate with landowners to widen footway in vicinity of shelters.	Short		2	2	1	1	3	2	2	13
CG28	King Hedges Rd / King Hedges Drive (29)	Along the length of the road.	Replace two stage crossing of Kings Hedges Road at Milton Road junction with single stage crossing or one with more appropriate central refuge- central refuge is too small at present. Widen existing refuge at Campkin Road crossing. Add zebra crossing to south-east of bus stop near 77, Kings Hedges Road. Add dropped kerbs and tactile paving at Kirkwood Road crossing widening existing dropped kerb adjacent to cycleway and cutting back vegetation for pedestrian route. Add link path and zebra crossing opposite Guided Busway crossing point. Surface desire line path at entrance to Regional College and add dropped kerbs and tactile paving for crossing by on-road section of guided busway. Add zebra crossing to west of bus stop and to link with end of northern footway to west of Regional College entrance. Add pedestrian phases and crossing points to Graham Road and Chieftain Road signalled junctions. Remove barriers and kerbs, add dropped kerbs for crossings of guided busway adjacent to traffic lanes on both sides of both roads. The Arbury Road/ Chieftain Way junction only caters for limited pedestrian movements. Add pedestrian phase and link paths for crossing of Arbury Road at junction. Add pedestrian phase and link path on clear desire line for crossing of Kings Hedges Road on western side of Chariot Way.	Short		1	3	0	2	3	2	2	13



CG27	Walpole Rd Off Rd, Tillyyard Way (28).		Remove unnecessary barriers on link path between Queen Emma Primary School and Cherry Hinton Road. If appropriate add Cambridge kerb along centre for segregation, but existing central barrier and chicane barriers are unnecessary restrictions.			1	3	1	3	3	1	1	13
CG14	Victoria Road, Chesterton High St (23).	Along both roads, but not link between them.	Chesterton High Street/ Chesterton Road crossing add tactile paving. Chesterton High Street/ Church Lane junction tighten junction and add tactile paving at crossing points. Chesterton High Street/ Union Lane crossing add tactile paving. Chesterton High Street/ Church Street, Grayling Close, Thrift Lane junctions add tactile paving at crossing points. Add Zebra Crossing of High Street between Church Street and Grayling Close. Add dropped kerbs and tactile paving at Midhurst Close entrance. Add tactile paving and widen path at road crossing by Chesterton Gateway. Add dropped kerb and tactile paving at Victoria Road/ Garden Walk junction and at Vitoria Road/ Riverside junction. Add signalled crossing of Histon Road junction.	Medium		2	3	1	0	2	2	2	12
CG16	Huntingdon Rd / Castle Street (23)	Castle Park / Castle Street junction. Mount Pleasant Junction. Victoria Road junction.	Central refuges at signalled junctions are very small and two stage crossings inconvenient. Reconfigure junctions with either larger refuges or single stage crossings. Widen footways, where possible.	Long		2	3	2	0	1	2	2	12
CG17	Coe Fen / Lammas Land / Grantchester Rd (23)	Newham Road junction.	Add dropped kerb and tactile paving at Barton side of Grantchester Road crossing and at crossing of Barton road. Add pedestrian signals and push buttons to existing signalled junction for crossings of Barton road, Newnham Road and Grantchester Street.	Long		2	2	0	2	2	2	2	12
CG18	Newnham Road (23)	Newnham Road junction (as above). Along the length of the road	Add dropped kerb and tactile paving at Sedfield Road crossing. Improve pedestrian crossing facilities at roundabout by adding refuges, dropped kerbs and tactile paving on all three arms. Widen footways along both sides from roundabout north, where possible. Add raised crossings of the three side roads/ access roads by Granta pub.	Medium		2	3	1	0	2	2	2	12
CG7	Foster Road (20).	Along the length of the road and at the Byron Square junction.	Add new direct footway link to College entrance and road crossings over c.40 m on west side of Foster Road across Paget Road. Add raised crossing over access road to community orchard and guided busway by 112, Foster Road. Tighten up Byron Square junction to reduce crossing distance and slow speeds and add new dropped kerbs and tactile paving with new length of footway for c.60m to pavilion by Anstey Way. Add tactile paving at all 3 arms of Anstey Way junction and short length of new link path.	Short		2	2	0	1	3	2	1	11
CG23	Gresham Rd / Glisson Rd / Lydwode Rd / Devonshire Rd (26).	Along route -only part of Glisson Rd	Widen and realign narrow footway near 3, Gresham Road. Add raised flat top crossings of entrances to both Fenners Lawn car parks. Add dropped kerbs and tactile paving for crossing of Harvey Road and St Paul's Road. Add tactile paving for crossing of Gresham Road at Glisson Road junction. Add tactile paving and dropped kerbs where necessary on all 3 arms of Glisson Road/ Lydwode Road junction. Add tactile paving at Tenison Ave and Mawson Road crossings on Lydwode Road. Add raised crossing of Angus Close and tactile paving at Devonshire Road junction. Devonshire Road eastern footway is very narrow and needs vegetation cut back on a frequent basis. Add dropped kerbs and tactile paving at crossing of Travis Perkins entrance and service road Add tactile paving at crossing of Devonshire Road by Mill Road junction.	Long		1	2	3	0	1	2	2	11
CG11	Red Cross Lane (22)	Along the length of the road.	Add tactile paving at Red Cross Lane crossing by Hills Road. Apply further parking controls to allow footway widening. Add tactile paving at Stansgate Avenue crossing. Add dropped kerbs and tactile paving at Greenlands crossing.	Short		2	2	0	0	3	2	1	10
CG3	Fen Road / Water St (16).	Opposite Fallowfield junction.	Layout does not allow for easy crossing between Fallowfield footways and Water Street footways. Add new dropped kerbs and tactile paving on Water Street footway at junction with Fallowfield. Mark out walking routes on edges of access route to boatyard and across cycleway. Remove barriers from footway by boatyard entrance.	Long		3	2	1	0	1	2	1	10







Scheme Description				Timescales (short, medium & long term)	Economy	WRAT	Effectiveness	Policy		Deliverability		Connectivity	
Ref.	Route	Section	Description	Choose between short, medium & long term)	Partial funding available	WRAT Score	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Contribution of the scheme to the overall network development	Total score
CH9	Ash Grove/Larnham Way		Provide more road crossings on Ash Grove. Assess and upgrade lighting along route. Install dropped kerbs and tactile paving at side roads. Providing a crossing on High Street near Ash Grove. Assess suitability for 20mph zone on Ash Grove.	Short	0	2	3	3	1	3	2	3	17
CH1	Wenny Road	Cricketers Way to Wenny Estate bus stop	Carry out maintenance and vegetation removal along northern side of Wenny Road from Cricketers Way to Manor Gardens. Provide safe crossing points at the Wenny Estate junction with new footway, dropped kerbs and tactile paving. Incorporate tactile paving and dropped kerbs at all crossing points Increase dropped kerb provision and widths on all side roads to meet current standards	Short	0	2	2	1	3	2	2	2	14
		Wenny Estate bus stop to St Martins Road	Increase footpath width from East Park Street to the Wenny Estate where necessary. Consider further controlled/uncontrolled crossings. Incorporate tactile paving and dropped kerbs at all crossing points and Increase dropped kerb provision and widths on all side roads to meet current standards.	Medium									
CH5	High Street	Railway Lane to Black Horse Lane	Install infrastructure which will aid pedestrians to cross High Street (An assessment of desire lines could inform required changes) Remove current guard railing provision as required, taking into account the impact it is having on pedestrian movement Install tactile paving at all crossing points Install/replace dropped kerbs on all side roads to meet current standards	Medium	0	3	2	3	0	1	2	3	14
CH4	New Road	Swan Drive to Green Park	Install dropped kerb at the entrance to the footpath to Hunters Close Tighten side road junction geometry to reduce crossing widths and provide necessary dropped kerbs and tactile paving. Consider additional controlled/uncontrolled crossings in response to desire line requirements	Short	0	1	3	0	2	2	3	2	13
CH6	Bridge Street	Black Horse Lane to A141 roundabout	Install infrastructure which will aid pedestrians to cross Bridge Street, (An assessment of desire lines could inform required changes). Tighten side road junction geometry to reduce crossing widths and provide necessary dropped kerbs and tactile paving. Delineate footway across garage forecourt. Install tactile paving at all crossing points. Increase dropped kerb provision and widths on all side roads to meet current standards. Improve pedestrian crossing of Fenland Way at roundabout.	Medium	0	3	2	3	0	1	2	2	13



CH8	Park St/Huntingdon Rd/Rosemary Lane to Station Rd/Burnsfield St	Park Street to Burnsfield Street	Install crossing on junction at Park Street/Huntingdon Road. Relocate belisha beacon on southern footway as narrowing usable space. Review maintenance regime for Rosemary Lane and resurface/cut back as required. Review and install lighting along route. Install dropped kerbs and tactile paving at side roads Remove/replace the barriers on Rosemary Lane so that mobility impaired users can access the lane easily. Provide a crossing on Station Road linking the desire lines.	Short	0	1	3	1	3	1	2	2	13
CH2	Wood Street	East Park Street to Leisure Centre	Increase footpath width and construct missing areas of footpath to provide continuous provision on both sides of the road. Incorporate tactile paving at all crossing points Increase dropped kerb provision and widths on all side roads to meet current standards.	Medium	0	2	3	0	3	1	1	2	12
CH7	Dock Road/Short Nightlayer's Drove	Bridge Street to A142/ Fenton Way	Cut back and provide maintenance of footpath from entrance off the A142. Widen footpath at A142. Improve crossing across A142 to Fenton Way - <b>developer funded - done?</b> Widen footway provision where below 1.5m. Add footway to the whole of this route.	Medium	?	3	3	0	0	1	3	1	11

CH3	Victoria Street/Station Road	Victoria Street to West Park Street	As Victoria Street is one-way increase footway widths to provide at least minimum standards	Short		2	2	0	0	2	3	1	10
		West Park Street to Station Street	Increase footway widths Reconfigure T junctions to provide formal crossing places at the junction with Victoria Street and Station Street reducing crossing widths and providing proper refuge islands.	Medium									
		Station Street to Station Road	Increase footway widths and reduce carriageway Reprofile split level footway area to provide a continuous level surface.	Medium									



Scheme Description					Timescales (short, medium & long term)	Economy	WRAT	Effectiveness	Policy		Deliverability		Connectivity	
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E13	Lynn Road upper (Orchard Estate)	Davison Road to Cam Drive roundabout		Remove/ change barriers at pedestrian links to Bentham Way and the two link paths by Fitzgerald Close. Add tactile paving at King's Avenue crossing. Add tactile paving at two refuge crossings by Williams Close. Extend raised carriageway at Sherrifs Garden crossing and reposition crossing at junction to remove large detour. Remove bus layby, widen footway and improve waiting space, mark bus stop in carriageway. Add tactile paving at two refuge crossings by Davison Road and add dropped kerb on western footway at northern refuge.		1	2	3	2	1	2	3	3	17
E12	Lynn Road lower	Cam Drive roundabout to St Mary's Street		Footway widths constrained by building lines and parked cars and would benefit from widening as part of remodelling of carriageway, which should also include 20mph limit. All side road crossings (c 20) need upgrading to flush dropped kerbs with tactile paving, apart from Nutholt Lane signalised junction. Consider raised crossing of Deacons Lane at junction.		1	2	3	2	1	2	3	2	15
E11	St Mary's Street	Length of the road.		Key walking link into city centre has narrow footways, with clutter, car parking adjacent to or across footways and poor crossings of side roads. Review street furniture items on footway and remove if appropriate. Add dropped kerbs, tactile paving, central refuges at West End junction for improved crossing and tighten junction as much as possible. Install dropped kerbs and tactile paving at Cromwell Road crossing at junction or raised crossing. Reposition crossing at Silver Street junction so that crossing and dropped kerbs or raised crossing is at the junction - review parking arrangements. Install better dropped kerbs and tactile paving at both Church Lane crossings. Install dropped kerbs and tactile paving at Downham Road junction. Change road markings (move give way marking) and mark out priority crossing over car park entrance.	Short	0	2	3	2	1	2	2	3	15
E1	New Barns Rd/High Barns	Length of the road.		New footway across park frontage where currently none exists. Tighten side road junction geometry to reduce crossing widths and provide necessary dropped kerbs and tactile paving. Install tactile paving at all crossing points. Increase dropped kerb provision and widths on all side roads to meet current standards.	Medium	0	1	1	1	3	3	2	3	14
E6	Station Road	Length of the road.		Key link to station and employment areas for people on foot. Re-surface both footways as necessary. Tighten side road junction geometry to reduce crossing distance. Add tactile paving and dropped kerbs to crossing points. Widening E side may impact on tree roots but E side preferred for on going connectivity and current road layout with Angel Drove. Improve crossing facilities at junction with Annesdale. Re-configure Angel Drove junction layout now that bypass is open to improve connectivity on foot to a number of destinations.	Short	1	2	3	3	0	2	1	3	15



E4	Downham Road	Length of the road.		B1411, so carries extra traffic out to A10 and wider area. Ely College and Highfield Special School have direct connectivity. Zebra crossing at Ely college needs re-marking and upgrading to parallel crossing. Improve footway width through lay by area containing recycling bins. New link connection into Columbia Road. Protected footway on E side across school / college entrance. Tighten side road junction geometry to reduce crossing distances. Install tactile paving at all crossing points. Resurface both footways as necessary. New controlled crossing point to provide access into Ely Academy site.	Short		0	1	1	2	3	1	3	3	14		
E7	Back Hill	Length of the road.		Key link between station and city centre. Narrow footways but constant width. Reallocation of road space and extension of 20mph zone needed to accommodate cycling, so little scope for footway widening, but 20mph and changes to traffic flow should benefit people walking. Remove sign and posts on eastern side indicating left turn to Maltings Car Park as posts introduce a pinch point on the footway and sign appears unnecessary. Add tactile paving and improve dropped kerbs at Dovehouse Close crossing.	Short		1	2	1	2	0	2	3	3	14		
E8	Barton Road	Length of the road.		Add dropped kerbs, tactile paving and crossing point at start of Barton Road by Back Hill mini roundabout. Tactile paving to be added to all crossings and arms Barton Mews raised table. Southern footway between Barton Mews and Bishop Woodford House entrance is inadequate. Modal filter east of Militia Way to reduce traffic flow. Add at least two raised platforms for pedestrian crossings and to slow speeds between Barton Mews and Militia Way. Add dropped kerbs and tactile pavings at Bishop Woodford House entrance and school exit. Add dropped kerbs, tactile paving and tighten junction with Parade Lane. No footway on cricket pitch side for approximately 200m. Construct new path in verge, removing parking spaces as necessary. Alternative would be to construct path on playing field land subject to agreement.	Short		0	1	0	0	3	3	3	2	12		
E9	Silver Street	Length of the road.		Narrow road layout, limited scope without removing on street parking. Add tactile paving and crossing points at Parade Lane raised table.	Long			1	2	0	2	1	3	3	12		
E5	Egremont Street	Length of the road.		Large area of "no footway" outside fire station, add illusionary / guidance lines or flush / low upstand kerb to identify route. Resurface both footways as necessary, local repairs around ironwork / utilities covers. Narrow footway throughout. Can be widened if made one way street as traffic lane width could be taken and split to improve both footways.	Medium			2	0	0	0	1	3	2	8		
E3	Annesdale	Length of the road.		Key walking link to station, limited length road, but provides good connectivity to off road section and riverside / marina. Install dropped kerbs and tactile paving at crossing points. New footway connection on W side to link between Station Road and Castlehythe.	Short			1	1	1	0	2	0	2	7		
E2	West End	Length of the road.		Lower end of road constrained by width between building lines. Tighten junction with St Johns Road to reduce crossing distance at point where vehicles are expected to give way / turn in. Install tactile paving at all crossing points. Verge removal to enable footway widening on west side. Consider relocation of existing BT box.	Long			1	1	1	0	0	1	3	7		
E10	Church Lane	Length of the road.		Limited scope for improvements due to road pattern. Would benefit from 20 mph limit, best done as part of central 20mph zone.	Long			2	0	0	1	0	0	2	5		



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1	Stukley Road		Install dropped kerbs and tactile paving on side roads. Install additional crossings across Stukley Road	Medium	1	3	3	3	1	2	2	2	17
2	Ermine Street	B1514 to Stukley Road	Widen footway where possible. Provide pedestrian facilities on St Peters Road traffic signals. Move traffic signal pole under the bridge towards the kerb edge to increase footway width. Install dropped kerbs and tactile paving on side roads. Remove drainage channel and slope/upstand on northern footway from B1514 junction northwards.	Short	1	3	3	3	0	3	3	1	17
3	St Peters Road		Install zig-zags at puffin crossing, widen waiting area/footway on western side. Reposition primary signal head at front of kerb edge and relay tactile paving to correct configuration. Widen western footway, removing some verge. Provide crossing where footway finishes by South Side. Provide additional crossing points along St Peters Road. Install dropped kerbs and tactile paving on side roads.	Medium	1	1	3	2	3	2	2	3	17
4	Ambury Road	California Road to B1514	Remove excessive guardrailling at traffic signals. Resurface where required. Reposition tactile paving and dropped kerbs on side roads on the desire line with refuge, if required.	Short	0	1	2	2	3	3	3	2	16
5	Coneygear Road	Kings Ripton Rd - Buttsgrove Way	East side of off-road path needs resurfacing in places. Parts of path feel isolated, check lighting. Remove barriers at Coneygear Court and widen footway. Formalise crossing by Medway Road into controlled crossing. Remove barrier outside school gates; extend build out for road humps past school gates. Relocate crossing by Buttsgrove Way into nearby traffic calming.	Medium	0	2	2	2	3	2	1	3	15
6	American Lane	California Road to Primrose Lane	Provide dropped kerbs, tactile paving and footway on California Road junction to link with existing remote footway. Remove duplicate school warning sign. Convert grass verge to footway between school and Coxons Close. Prevent parked vehicles on verges. Widen 1.2m footway on northern side into verge. Resurface footways where required.	Short	0	1	3	2	3	2	2	2	15
7	Hinchingbrooke Park Road	B1514 to Parkway	Install road crossing between school and hospital and link to school cycle parking. Install tactile paving on side road dropped kerbs. Relay tactile paving on Parkway crossing. Remove excessive guardrailling on Parkway junction with Cromwell Drive.	Medium	0	1	2	2	3	3	2	1	14



8	Main Street - Hartford Road - Riverside Road - Nursery Road	Main Horton Road to Primrose Lane	Prevent footway parking along by No 66. Remove drainage channel within footway by the Barley Mow PH. Install tactile paving on dropped kerbs at side roads. Provide road crossing near Hall Close. Provide pedestrian crossing at Desborough Road junction. General maintenance, removing overgrown verges.	Medium	0	2	3	2	1	3	2	1	14
9	Off road path	Ambury Rd to St.Peter's Rd	Widen link to St. Peter's Rd and provide hard surface to diagonal path across to Ambury Rd	Medium	0	3	1	0	3	1	2	3	13
10	The Avenue - Post Street (Godmanchester)	Riverside Road to Park Lane	Widen footway outside No. 1-9 The Avenue and prevent footway parking.	Medium	1	1	2	3	3	1	2	1	12
		Park Lane to Post Street	Widen footway into verge. Install tactile paving and clearly defined crossing by The Black Bull. Prevent footway parking on western footway. Install dropped kerbs and tactile paving on all side road crossings. Widen footway from 49 Post Street southwards to after No. 58.										
11	Cambridge Street		Provide dropped kerbs and tactile paving across all side roads. Remove drainage channel and gully in footway outside No. 4	Short	0	2	2	2	0	3	2	1	12
12	Off road link parallel to Sallowbush Rd	Ambury Rd to Sallowbush Rd/ Redwongs Way	Localised widening. Check lighting. Improve link from off road path to Redwongs Way with installation of missing footway.	Short	0	1	1	0	2	2	2	3	11
13	Off road path	Mayfield Rd - Desborough Rd	Localised widening and extensive resurfacing	Medium	0	2	1	0	1	3	2	2	11
14	Wertheim Way	Stukley Road to Lake Way	Provide tactile paving in refuge island at roundabout. Increase waiting area in refuge. Widen footway especially near zebra crossing to 2m. Provide dropped kerbs and tactile paving at side road crossings.	Medium	0	1	2	1	3	1	2	1	11
15	Priory Road	Primrose Lane to B1514	Install dropped kerbs and tactile paving across side roads. Resurface where required. Install crossings at the junction with Avenue Road. Increase footway width between Avenue Road and B1514.	Medium	0	3	2	0	0	1	2	2	10
16	Brampton Road - Huntingdon Road	Huntingdon Station to Bell Field	Some parts isolated - investigate street lighting and CCTV provision. Resurface where required. Install wayfinding along route. Install tactile paving on all crossing areas.	Short	0	1	1	1	1	3	2	1	10
17	Causeway, Old Court Hall, London Street, London Road.		Widen footway between 12 and 15 The Causeway. Relocate sign north of the pedestrian crossing. Enforce parking restrictions at junction of West Street/Old Court Hall. Relocate bus shelter and provide dropped kerb and tactile paving on side road triangle Widen footway from the butchers southwards where possible.	Long	1	1	1	3	1	1	1	1	10



18	Stukely Meadows	Wertheim Way to Edison Way	Widen path where possible to 3m. Cut back vegetation and improve lighting on link to St. Peter's Rd	Medium	0	1	1	0	3	1	1	2	9
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1	B1101/The Avenue/The Causeway/High St	Wimblington Road from Barkers Lane	Install dropped kerbs and tactile paving at side roads. Resurface across petrol station forecourt and demarcate pedestrian route.	Short	1	0	3	2	3	2	3	3	17
		The Avenue/The Causeway	Install dropped kerbs and tactile paving at side roads and consider reducing radii at Cavalry Park and Princess Avenue junctions to improve crossing. Remove/replace barriers at Toucan crossing next property No. 54. Improve signing and lining of shared cycle and pedestrian path. Remove and relay tactile paving at the junction with High Street/St Peter's Road and provide RH push button unit.	Short									
		The High Street	Build out footway at Toucan crossing to provide sufficient space for pedestrians/cyclists to wait and pass each other. Install footway where missing at Chapel Street. Provide footway and revised tactile paving at the entrance to Oliver Cromwell Hotel. Improve all side road crossings Provide additional crossing points along the route. Provide direct crossings at roundabout with Burrowmoor Road. Remove pedestrian guardrailling at roundabout. Remark zebra crossing and relay tactile paving to correct configuration. Investigate reducing road width and increasing footway provision. Improve pedestrian crossing facilities between High Street and Market Place.	Medium									
2	Station Road/Estover Rd		Remove pedestrian guardrail at junction of Station Road/Creek Road and improve crossing facilities. Improve crossing facilities at Station Approach entrance. Improve side road crossings. Widen footway through the level crossing. Provide footway along northern side of Estover Rd to link to playing fields. Resurface footways where poor quality.	Short	1	2	3	3	0	3	3	2	17
3	W. End/Marylebone Rd/Wisbech Rd/Norwood Rd	Norwood Road	Provide dropped kerbs and tactile paving on side roads. Reduce radii at roundabout to reduce speeds and improve pedestrian crossing on all arms of the roundabout.	Medium	1	2	3	2	1	2	3	2	16
		Wisbech Road/Dartford Road	Clearly define footway areas; remove drainage and any other trip hazards. improve the footway outside "The Garage" Provide dropped kerbs and tactile paving at side road crossings. Reconfigure side road kerb radii to shorten pedestrian crossing. Prevent footway parking. Widen footway near pedestrian crossing outside No 79. Increase number of crossings both formal and informal along this corridor, such as near Lidl. Install pedestrian crossing at the Wisbech Rd arm of the Peas Hill roundabout										
		Marylebone Road/West End	Remove barriers at the end of Marylebone Road and provide something more suitable that mobility impaired users can navigate easily. Provide some street lighting along West End to prevent crime or fear of crime. Resurface/maintain surface along West End.										
6	Elwyn Rd/Eastwood Ave to Nene Wade Academy		Improve side road crossings. Provide crossing where footway ends east of Market Place, or create footway where missing. Consider narrowing carriageway between High Street and Market Place to provide footway on southern side. Provide footway on south side of Deerfield Rd at the junction with Elwyn Rd. Improve pedestrian crossing facilities on Elwyn Rd from junctions with Deerfield Rd and Badgeney Rd. Improve footway surfacing on Eastwood Ave. Provide zebra crossing across Calvery Drive connecting the off-road paths to the Neale-Wade Academy. Improve lighting and wayfinding signage.	Short	1	1	3	1	3	1	2	2	14



5	Burrowmoor Rd	City Rd to Ellingham Ave	Consider provision of zebra crossing near the Primary school. Improve side road crossings, consider narrowing of junction radii to reduce speeds.	Medium	1	2	3	0	3	3	3	2	14
4	County Road		Provide dropped kerbs and tactile paving on all side roads. Replace/remove concrete bollards at school entrance. Widen footways and/or investigate suitability for low traffic neighbourhood or school street. Consider controlled crossing close to junction with All Saint's Close	Medium	0	2	1	2	3	1	3	1	13
10	Gaul Rd	Burrowmoor Rd to Ellingham Ave	Provide controlled crossing to recreation ground. Improve side road crossings with drop kerbs and tactile paving. Resurface/reconstruct footways where required.	Short	1	3	3	0	1	2	1	2	13
9	Upwell Rd/Calvery Drive		Install additional crossing points along the route, particularly at roundabout. Reduce side road junction crossing widths where possible. Install dropped kerbs and tactile paving at crossing points/side roads. Resurface/reconstruct footways where required.	Medium	0	3	2	0	3	2	2	3	12
8	Maple Grove/Robingoodfellow's Rd/Off road path to Station		Provide dropped kerbs and tactile paving at side road crossings. Prevent/enforce footway parking issues. Investigate suitability for low traffic neighbourhood or school street on Maple Grove.	Medium	0	1	1	3	3	1	2	1	12
7	Hundred Rd/off road/Hostmoor Ave		Remove drainage channel at Hundred Rd footpath entrance to Hostmoor Ave Construct missing footway area on Hostmoor Ave/Melbourne Ave junction and narrow junction.  Install dropped kerbs on side roads along Hostmoor Avenue where missing. Prevent footway parking on Hostmoor Avenue. Provide additional crossing points along this route, especially where footway only provided along one side of the road.	Short	1	3	2	0	0	2	3	1	12

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SM1	Pratt St, Hall St		Reduce side road junction crossing widths where possible Install dropped kerbs and tactile paving at crossing points Build out footway to replace current hatching Station Road - Harrison Court. Build out hatched area at junction with Berrycroft. Vegetation cut back to maximise space of existing footway area.	Short		2	3	2	2	1	3	2	15
SM5	Sand Street/Fordham Rd		Provides direct access to St Andrew's Primary School and Soham Village College Reduce side road junction crossing widths where possible, esp Frank Bridges Close Install dropped kerbs and tactile paving at crossing points Vegetation cut back to maximise space of existing footway area. Upgrade existing uncontrolled crossing refuge SE of school entrance to raised zebra or signalised facility. Re-mark existing staggered zebra crossing, make single stage straight across and put on raised table . Resurface/reconstruct footways where required.	Short		2	3	1	3	1	3	2	15
SM2	Townsend/The Shade	Pratt st to the Shade primary school	Reduce side road junction crossing widths where possible Install dropped kerbs and tactile paving at crossing points Vegetation cut back to maximise space of existing footway area. Limited scope for any changes between Fountains Lane and Pratt Street due to overall highway width without road closure or significant change to traffic flow.	Short		2	2	2	3	1	2	2	14
SM4	Clay Street		the school category Reduce side road junction crossing widths where possible, especially Gardeners Lane and Mill Corner. Install dropped kerbs and tactile paving at crossing points Vegetation cut back to maximise space of existing footway area. Resurface/reconstruct footways where required. Build out to create improved circulation space to alleyway access adj to no 22 Clay Street.	Short		2	1	0	1	1	2	1	8
SM3	Station Rd		Reduce side road junction crossing widths where possible Install dropped kerbs and tactile paving at crossing points Vegetation cut back to maximise space of existing footway area. Limited scope for any changes between Fountains Lane and Pratt Street due to overall highway width without road closure or significant change to traffic flow. Localised buildouts within current double yellow line areas to act as space for bin collection points to stop footway blocking.	Medium		2	0	0	0	1	2	1	6
	Brewhouse Lane		Widen footway and reduce side road crossing widths. Install dropped kerbs and tactile paving at crossing point. Provide missing section of footway near garages. Change priority at junction near Medical centre entrance to slow speeds and provide uncontrolled crossing. Resurface footway where needed.	Medium									



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SN7	Longsands Road	Greenfields to Hawkesden Road	Footway requires maintenance/resurfacing outside Priory Junior School, northwards to towards Hawkesden Road. Install dropped kerbs and tactile paving on side roads. Prevent footway parking. Install informal crossings across Longsands Road.	Short	0	3	2	2	3	3	3	2	18
SN1	St Neots Road - Back Path - Great North Road		Localised drop kerbs need improving to match width of footway. Tactiles to be installed where missing. At The Paddock/ST Neots Road roundabout remove pedestrian guardrail, install footways on desire lines, install dropped kerbs and tactile paving at crossing points and provide refuges. Remove guardrailing along footway at roundabout with Ford Close. Remove steps down to carriageway and provide ramped crossing with dropped kerbs, tactile paving and refuge near this location. Install dropped kerbs and tactile paving, together with pedestrian refuge on every roundabout arm. Resurface areas of footway that are uneven or broken up. Removed dish drainage channel and gullies from footway. Convert existing speed reduction islands into usable informal pedestrian crossings with dropped kerbs and tactile paving. Remove guard railing at Nelson Rd roundabout and put in pedestrian crossing islands at each arm. Provide additional crossing points along route to access bus stops, shops, churches and pubs.	Medium	1	2	3	3	2	2	2	1	16
SN16	Sandfields Road-Mallard Lane	Duck Lane to Pepys Road	Install crossing areas especially at bus stop locations. Provide hard standing in bus stop shelter. Introduce School zone or LTN. Install parking restrictions. Install dropped kerbs, tactile paving as a minimum on all side road crossings.	Medium	0	2	2	2	3	2	3	2	16
SN13	Cromwell Road	Barford Road to Cambridge Road	Cut back vegetation growth at junction with Potton Road. Review junction radius for additional space on footways around junctions. Widen signalised crossings areas and remove guardrailing. Mount road signs to guardrailing to remove clutter/obstructions on Potton Road. Localised drop kerbs need improving to match width of footway. Install additional informal crossing to access bus stops on both sides of the road. Install dropped kerbs and tactile paving where missing. Localised maintenance/resurfacing required.	Short	0	2	2	3	2	3	3	1	16



SN9	Huntington Street	Cambridge Street to Mill Lane	Crossing required from Murell Close access point across to Priory Park. Review green time for pedestrians to ensure all users catered for and limit wait time. Install dropped kerbs and tactile paving on all side roads. Provide additional crossing points to access bus stops, shops etc. Review and repair/maintain surface.	Medium	0	3	3	2	2	3	2	1	16
SN3	Great North Road		Resurface between Lowry Road and Mill Hill Road, reinstating full footway width where verge has encroached. Remove guardrailling by Lowry Road roundabout and provide suitable crossing. Install dropped kerbs and tactile paving on side roads. Convert road humps by Hemals to table and install pedestrian crossing. Convert existing refuges into pedestrian crossing points with dropped kerbs and tactile paving aligned on each side of the road.	Medium	0	3	2	2	3	2	2	1	15
SN12	Barford Road	A428 - Mountford Close	Remove barriers on Hardwick Road and provide dropped kerb and tactile paving. Provide crossings where on road exits onto road to make route continuous.	Short	0	3	1	2	2	3	3	1	15
SN8	Almond Road - off road - Kings Road - off road		Remove barriers at entry/exit to off road sections. Review lighting and security/feeling of safety along off road sections. Provide maintenance to cut back hedges, trees and remove encroaching verges.	Medium		1	2	0	3	3	2	3	14
SN4	Mill Lane - New Street	Priory Road to Gordon Road	Provide dropped kerbs and tactile paving on side road crossings. Provide a continuous footway or suitable pedestrian road crossing (Ware Road/Bedford Street northwards). National speed limit passed rugby club and no separation of footway from carriageway (No kerb). Install markers or kerb or fence between the carriageway and footway. Provide crossing at northern end of walkway to access towpath. Change geometry of roundabout to reduce speeds, install dropped kerbs and tactile paving and widen refuge islands.	Medium	1	2	2	2	0	3	2	1	13
SN5	Hawkesden Road	Cambridge Road to Priory Hill	Provide continuous footway across entrances. Install tactile paving and dropped kerbs on side roads. Cut back vegetation and overgrowth. Install pedestrian crossing closer to Priory Hill for pedestrians wanting to travel northwards.	Short	0	1	2	3	0	3	2	2	13
SN10	Cemetery Road - off road - Duck Lane		Install dropped kerbs and tactile paving on side road crossings. Install additional road crossings along route. Investigate and upgrade lighting in off-road section. Provide maintenance along route cutting back hedges, verges and removing encroachment.	Short		2	2	1	2	2	2	1	12
SN11	Berkley Street	Mountford Close to St Mary's Street	Prevent verge parking. Widen footway into carriageway at bus stop near No 68 to accommodate telegraph pole and sign. Install informal crossing on road narrowing near Hare and Hounds public house. Install dropped kerbs and tactile paving on all side road crossings, including mini roundabouts. Widen footway outside No. 56 and Shirley Road to provide adequate visibility of pedestrians waiting to cross. Provide crossings and refuges at roundabout on St Mary's Street.	Medium	0	3	2	2	1	1	2	1	12



SN14	Cambridge Street	B1043 to Station Road	Resurfacing required outside Ford garage. Crossing required at entrance to Lidl. Prevent footway parking along by Esso garage. Resurface both footways from the vets eastwards. Widen footway at junction with Longsands Road on southern side. Cut back over growing vegetation. Install additional crossing to access bus stops. Install dropped kerbs and tactile paving at all road crossings.	Medium	0	1	2	3	0	2	2	2	2	12
SN2	Mill Hill Road - Hannover Close		Provide dropped kerbs and tactile paving on all side road crossings. Look to reduce side road widths and tighten corner radii. Install dropped kerbs, tactile paving and refuges at roundabout on western end. Prevent verge and footway parking. Widen footway into verge where less than 1.5m wide. Relocate street furniture in centre of footway by Corunna Close.	Short		1	2	2	0	3	3	1	12	
SN15	St Mary's	Berkley Street to Church Street	Resurface where there is trenching or uneven surface. Widen footway where possible. Remove bollard & marker post outside No. 36, especially as has wrong insert (white, should be red) Investigate solution to ponding. Install additional road crossings along route.	Medium	0	2	2	0	1	1	2	1	9	



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STV11	Broad Leas	Parkway to West Street	Remove damaged guardrail at end of footpath. Tactile paving on Fairfields does not align with dropped kerb. Install pedestrian crossing at West Street through the concrete central reserve	Medium	0	2	2	3	3	2	3	2	17
STV20	Needingworth Road	Park Avenue to St Audrey Lane	Install dropped kerbs and tactile paving at all side road junctions. Assess street lighting provision and upgrade as necessary. Convert existing build outs with road humps to at grade informal pedestrian crossings. Install additional pedestrian crossings along Needingworth Road. Prevent footway parking. Assess footway condition and resurface as required.	Medium	0	2	2	2	3	2	3	1	15
STV1	Ramsey Road	North Road to St Audrey Lane	Widen footway at junction North Road and remove unnecessary street furniture. Provide aligned dropped kerbs and tactile paving crossings along the road where required, e.g. bus stops. Remove western verge encroachment. Either remove guardrailing at school or close gap to the primary signal pole. Remove barriers at end of footpath by school. Prevent footway parking and vehicles on verge outside car showroom. AT signalised junction widen Ramsey Road crossing as only 1.6m wide.	Short	0	1	2	2	3	3	3	1	15
STV15	Houghton Road	Hill Rise to Ramsey Road	Remove excessive guardrailing at traffic signal junction. Remove concrete bollards at Elm Drive. Install dropped kerbs and tactile paving across Elm Drive. Resurface both footways as necessary. Widen footways into grass verge. Provide dropped kerbs and tactile paving on Oak Tree Close and Green Leys. Provide continuous footways across forecourts. Widen refuge islands at junction of Ramsey Road. Provide additional crossing points along this route.	Medium	0	2	3	1	1	2	2	3	14
STV14	Hill Rise	Houghton Road to off road section	Provide crossing on Hill Rise signal junction with Houghton Road.. Install dropped kerbs and tactile paving across side roads. Resurface where required.	Medium	0	3	2	1	3	2	2	1	14
STV19	Pig Lane	Fairfields to St Audrey Lane	Provide dropped kerbs and tactile paving on all side road crossings. Install additional crossings along route to access bus stop etc.	Short	0	2	2	2	3	2	2	1	14
STV13	St Audreys Close	St.Audreys Close - Warren Road - Parkway Parkside - off road	Prevent footway parking along road sections. Widen and resurface park paths.	Short	0	2	1	1	3	2	2	2	13
STV21	Burstellars	St Audrey Lane to Wheatfields	Asses surfacing and carry out repairs/maintenance as necessary. Provide additional crossing points along the route, especially near bus stops. Widen footway areas by Bus Stops. Prevent footway parking. Install dropped kerbs and tactile paving on all side roads.	Short	0	2	2	1	2	2	2	1	12



STV3	Thicket Path		Improve and sign route for cyclists via Church Place to reduce conflict on narrow path through church yard. Improve access to Thicket path with localised resurfacing of Church St and double yellow lines. Localised resurfacing along the path.	Short	0	2	0	0	3	2	2	3	12
STV12	St Audreys Lane	St Audrey Close to Harrison Way	Remove excessive guardrail from crossing at St Audrey Close. Widen footway on northern side into verge. Install tactile paving and dropped kerbs at side roads and roundabouts, including splitter islands.	Short	1	1	2	1	0	3	2	1	11
STV9	Bridge St/ London Road	to Hemingford Road	Bridge St: Remove non disabled car parking, reduce number of loading bays and widen footways. Install removable bollard to enforce no access for motor vehicles on bridge. London Rd: remove parking and widen footways.	Short	0	2	2	0	0	2	3	2	11
STV8	The Waits	Ramsey Road to The Broadway	Enforce parking restrictions and prevent footway parking or consider removal of car parking. Widen footways into carriageway to provide more space for pedestrians and social areas.	Medium	0	1	2	1	0	2	3	2	11
STV2	Westwood Road	From Ramsey Road westwards	Provide dropped kerbs and tactile paving on side roads and to cross Westwood Road where footway terminates. Widen footway outside No. 16, reducing carriageway width. Remove central verge/island and provide footway on southern side by The Drive; or widen existing footway on the north.	Medium	0	2	2	0	2	2	1	1	10
STV7	St Georges Road	West Street to The Waits	Remove all kerbed areas and provide high quality surfacing for share space. Alternative route through George Yard which requires resurfacing.	Long	0	2	3	0	0	1	3	1	10
STV16	Church Place	Thicket Path to Ramsey Road	Provide crossing on Ramsey Street to access Church Place. No formal footway, shared space - carriageway requires maintenance/resurfacing. Remove/replace concrete bollards and barrier at western end. Prevent parking at narrowest section of Church Street, by No. 5	Short	0	1	1	0	1	3	3	1	10
STV4	High Leys	Houghton Road to St Ivo School	Remove excessive guardrail from crossing into school and provide adequate footway width for number of pedestrians.	Short	0	0	0	0	3	3	3	1	10
STV5	Green Leys	Houghton Road to Westbury Road	Maintenance/resurfacing required along Green Leys. Remove concrete bollard at entrance to remote footway. Check width of footways and widen into verges, as required.	Medium	0	1	1	0	2	3	2	1	10
STV17	Elm Drive	Chestnut Road to A1123	Provide dropped kerbs and tactile paving on all side road crossings. Resurface footway where required. Widen into verge where required. Remove/replace bollards. Remove redundant push button, pole and controller.	Short	0	2	1	1	0	3	2	1	10
STV6	West Street	Globe Place to St George's Road	Provide crossing at car park entry and exit. Make West street one-way from car park exit westwards to provide space to widen footway and appropriate parking.	Medium	0	2	2	0	0	1	3	1	9
STV18	North Road	Broad Leas to Ramsey Road	Reduce carriageway to 5m and widen footway. Remove car parking spaces and fence to allow direct access onto Zebra crossing. Provide dropped kerbs and tactile paving on crossing at Broad Leas.	Long	0	2	1	1	0	1	2	2	9



Scheme Description				Timescales (short, medium & long term)	Economy	WRAT	Effectiveness	Policy		Deliverability		Connectivity	
Ref.	Route	Section	Description	Choose between short, medium & long term)	Partial funding available	Score	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Contribution of the scheme to the overall network development	Total score
WY2	Eastrea Road and Coronation Avenue		Increase refuge width to 2m and add drop kerbs with tactile paving on Victory Avenue, Eastrea Rd/Coronation Ave junction and on roundabout at eastern end of Eastrea Rd. Install additional controlled/uncontrolled crossings on Eastrea Road. Improve drop kerb provision on side roads and where possible reduce crossing widths. Incorporate tactile paving at crossing points.	Short	0	2	3	3	3	1	2	2	16
WY4	Park Lane, Church Street, Barr Street		Increase footway widths Reduce side road junction crossing widths. Add and improve drop kerb points by reducing upstand and increasing width to 2m Add tactile paving at crossing points. Investigate adding street lighting to Church Street Resurface footways due to cracking and trenching.	Long	0	3	2	1	3	2	1	2	14
8	Hallcroft Road		Install dropped kerbs and tactile paving at crossing points. Reduce side road junction crossing on Housegate lane. Remove left turn lane and right turn lane from A605 to significantly reduce crossing distance and speed. Widen footways where less than 1.8m and put in pedestrian crossing refuge on wider section.	Medium	0	3	2	0	2	2	3	2	14
WY5	New Road		Look to increase footpath widths and install missing footways. Remove or relocate some street furniture. Reduce side road junction crossing widths where possible. Install dropped kerbs tactile paving at crossing points. Make up eastern end of footway. Provide safe crossing of New Road near primary school.	Long	0	2	3	1	3	1	1	2	13
WY3	Drybread Rd, Bassenhally Rd, Arnold's Lane, High Causeway, B1040 Orchard Street		Review barrier on Bassenhally Road entrance to Arnold's Lane footpath Install additional controlled/uncontrolled crossings on Bassenhally Rd and Drybread Rd. Improve drop kerb provision on side roads and where possible reduce crossing widths. Incorporate tactile paving at crossing points. Widen footway along B1040 Orchard Street. Prevent footway parking on Bassenhally Road.	Medium	0	2	3	0	3	2	1	2	13
WY1	Station Road		Remove pinch points along route to widen the footway. Reduce side road junction crossing widths. Improve drop kerb points by reducing upstand and increasing width to 2m; including replacement of damaged kerbing. Install tactile paving at crossing points. Consider extending 30mph limit to include station entrance	Medium	0	2	2	0	0	2	3	1	10
WY7	Plough Road		Increase footway widths. Remove or relocate some street furniture. Reduce side road junction crossing widths where possible. Install dropped kerbs and tactile paving at crossing points. Resurface/reconstruct footways where required	Medium	0	2	1	0	0	2	3	2	10
WY6	Stonald Road		Look to increase footpath widths and install missing footway at eastern end, or resurface track. Remove or relocate some street furniture. Reduce side road junction crossing widths where possible. Install dropped kerbs tactile paving at crossing points. Review pedestrian waiting and green man times. Install informal crossings on Stonald Road.	Long	0	1	2	0	0	1	1	2	7



Scheme Description				Cost	Timescales (short, medium & long term)	Economy	WRAT	Effectiveness	Policy		Deliverability		Connectivity	
Ref.	Route	Section	Description	Cost	Choose between short, medium & long term)	Partial funding available	WRAT Score	Improvement in road safety	Improved transport connections	Provides a route to school	Scheme feasibility or deliverability	Environmental constraints	Contribution of the scheme to the overall network development	Total score
1	Weasenham Lane		Construct footway in southern verge along eastern section away from industrial units, until footway on northern side is useable. Provide crossing point with dropped kerbs and tactile paving at end of footways. Remove bollards along shared footway. Remove guardrailling at crossing near Elm Low Road. Provide new crossing by Boleness Road to access Thomas Clarkson Academy.		Medium		3	3	2	3	1	3	1	16
2	Ramnoth Road ((Elm High Road to Norwich Road)		Widen footway on Norwich Road and continue around the radii into Ramnoth Road. Repair damaged footway surface where required. Widen footway along the whole of Ramnoth Road, especially around the school and college. Install dropped kerbs and tactile paving on side roads.		Medium		2	3	2	3	2	2	1	15
3	Leverington Road		Increasing footpath widths on the east and western ends. Reduce side road junction crossing widths where possible. Add dropped kerbs and tactile paving at crossing points and side roads. Resurface/reconstruct footways where required Introducing school zone or lower speed limits in residential/built up areas.		Medium		2	2	3	3	2	2	1	15
4	Elm Road		Install dropped kerbs and tactile paving on side roads. Install crossing at the junction with Churchill Road through the splitter islands Cut back trees and vegetation by Elm Road Day Nursery.		Short		1	2	1	3	3	3	1	14
5	Lynn Road / A1101 / North Street	Lynn Road	Provide footway across entrances and forecourts. Provide crossings along Lynn Road.		Medium		2	1	2	1	2	3	2	13
		Freedom Bridge Roundabout/A1101 link	Provide wayfinding. Remove guardrailling at carriageway edge.											
		North Street	Provide dropped kerbs and tactile paving to cross northern end of North Street. Widen footway along street.											
6	Elm High Road		Increasing footpath width from Meadow Gate Lane westwards on northern footway, removing vegetation. Reduce side road junction crossing widths where possible and install dropped kerbs and tactile paving. Install crossing points at bus stop locations Resurface/reconstruct footways where required. Resurface along tinkers drove.		Short		3	2	2	0	2	2	1	12
7	Tinkers Drove, St Michaels Ave		Provide dropped kerbs and tactile paving across side roads on Tinkers Drove. Provide adequate footway outside shops at northern end of Tinkers Drove. Remove guardrailling at crossing area outside Community Centre on St Michaels Avenue. Relocate lighting column L11AIK to back of footway. Reconfigure/replace crossing on Beechwood Rd.		Short		1	2	1	0	3	3	1	11
8	North Brink	Old Market to Barton Road	One-way section - widen footway and enforce parking restrictions. Remark white lining to Diag 1055 at signal junction with Chapel Road. Provide dropped kerbs and tactile paving at Barton Road junction.		Medium		1	2	1	2	2	2	1	11



14	Nene Quay/ Nene Parade		Remove guard railing on Freedom bridge crossing. Improve crossing of Silver Street with change of surfacing or priority, consider a raised table.		Short		1	2	0	0	2	3	3	11	
9	Old Market		Widen footway along from the bank on the eastern side into the car park. Narrow the car park entrance and install dropped kerbs and tactile paving. Install crossing and refuge at southern junction with North Street to enable pedestrians to cross Old Market.		Medium		1	2	0	0	2	3	2	10	
10	Cromwell Road (New Bridge Lane to South Brink)		residential premises. Move footway into green space to create green area between footway and road. Install more crossing points with dropped kerbs and tactile paving, especially at bus stop locations. Remove guardrailling at junction with Tesco's. Reprofile refuge island on Sandown Road and relay tactile paving and dropped kerbs as not compliant. Widen shared surface, or segregate. Fix ponding issues at Weasenham Lane junction and provide green man phase to this arm. Provide tactile paving and dropped kerbs at Nestle junction. Install tactile paving at crossing by South Brink.		Medium		1	2	1	0	2	2	1	9	
11	William Road		Remove damaged barrier and relocate bin. Investigate lighting provision and upgrade as necessary. Resurface footway and footpath as required.		Short		1	1	0	0	2	2	2	8	
12	St Augustines Road		Provide dropped kerbs and tactile paving on side roads. Widen footway where no stopping, no parking restrictions apply as one-way street.				0	2	0	0	2	3	1	8	
13	Harecroft Road		Increasing footpath widths, especially on eastern verge. Reduce side road junction crossing widths where possible Add dropped kerbs and tactile paving at crossing points/side roads Resurface/reconstruct footways where required Feasibility of accommodating parked vehicles other than on the verges. Check street lighting levels and make any necessary upgrades.		Medium		1	2	0	1	2	1	1	8	



## Utility Company Interface and provision of accurate and timely information relating to Highway Schemes

To: Highways and Transport Committee

Meeting Date: 19<sup>th</sup> January 2021

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: N/A

Key decision: No

Outcome: To report on the extent to which there are significant time and/or cost delays as a result of Utility company information and to determine whether a meeting should be held with the relevant Government minister and utilities companies to discuss ways in which issues can be improved and resolved following Cllr Manning's motion to full council in October 2020

Recommendation: To note the content of the report and endorse the continued engagement with the Department for Transport (DfT) through the already established channels to influence and shape the work currently underway nationally and to agree that at this time, a specific meeting with a Minister in DfT is not needed.

To share the report with utility providers in the County for information and keep the situation under close review and consider a report back to Committee if necessary.

### Officer contact:

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### Member contacts:

Names: Councillors Ian Bates and Mark Howell  
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Email: [Ian.Bates@cambridgeshire.gov.uk](mailto:Ian.Bates@cambridgeshire.gov.uk) [Mark.howell@cambridgeshire.gov.uk](mailto:Mark.howell@cambridgeshire.gov.uk)  
Tel: 01223 706398



# 1. Background

- 1.1 In 2018 Cllr Bailey put forward a motion regarding the performance of UK Power Networks (UKPN), which resulted in the response from UKPN dated 22 March 2018 from their Chief Executive, Basil Scarsella to the council's Chief Executive, Gillian Beasley (appendix A). Since then the relationship between the council and UKPN has, on the whole, been positive. However recent experience on some major schemes has highlighted a broader issue where engagement with utilities is involved.
- 1.2 Following the Fendon Road roundabout scheme, Cllr Manning put forward a motion to Full Council in October 2020 requesting that officers report on the extent to which there are significant time and/or cost delays as a result of Utility company information and to recommend whether a meeting should be held with the relevant Government minister and utilities companies to discuss ways in which the issues can be improved and resolved.
- 1.3 Any new highway scheme, large or small, may require utility apparatus to be relocated or altered in some way. For example, an electrical cable may run underneath land which needs to be excavated to create a new cycle path and therefore has to be moved. Whilst planning a scheme, the designer needs to understand what is in the way. Timely identification of equipment is essential in order to understand the cost and timescales involved in moving utility assets and can help to avoid equipment strikes, which are both costly and potentially dangerous to the on-site work force.
- 1.4 Whilst utility records can provide a starting point, the accuracy may not be exact, and sometimes the information provided is inaccurate or has plant missing. Utility companies provide a disclaimer to the accuracy of information being provided, and so it is essential that a survey is undertaken to confirm the depth and line of existing utility equipment. It is also important to carry out a visual inspection to determine above ground equipment, such as cabinets, pillars and substations. However, despite this utility services can sometimes not be picked up until site work and excavation is underway, which can lead to unforeseen project delays and cost increases.
- 1.5 With so many utility assets now in place, the process and coordination of these works is complex and costly. There are two types of diversion estimates from the utility companies, a C3 Budget Cost and a C4 Detailed Cost Estimate. As utility companies are obliged to charge the actual cost of diversion works, these costs are sometimes much higher than estimates provided before works commence.
- 1.6 Timescales for the diversion works are dependent on the type of equipment and its construction. Some utilities will be more complex to divert than others, e.g. fibre optic cables, where diversions can be over £1M. A further difficulty with diversionary works is that guaranteed standards and response times do not exist within the industry and the utility companies generally set their own standards which means receiving quotes or plans can sometimes take a long time (delays of over 6 weeks are common). This can delay schemes and increase costs significantly and the local authority has little control over this.



## 2. Main Issues

- 2.1 The Department for Transport (DfT) until recently had a code of practice for diversionary works known as 'Measures where apparatus is affected by major works: a code of practice' but this was withdrawn from print by the DfT in 2018 and copies of the code are no longer available either electronically or printed. It contained timescales for the responses to enquiries made to Statutory Undertakers by the Highways Authority. Whilst most companies still try to work to the code of practice there is no real impetus for them to do so.
- 2.2 Time and cost delays are an issue nationally and this has been recognised by the national body Highways Authorities and Utilities Committee (HAUC) UK who are engaging with DfT on this matter with particular urgency due to the forthcoming works on HS2 which will require significant utility diversions. It is anticipated this may result in a revision and re-issuing of the Code of Practice for diversionary works. The DfT are also developing a National Underground Asset Register stating that 'there is huge potential for location data to improve the way that national infrastructure is planned, built and managed'.
- 2.3 In Cambridgeshire officers have worked hard to develop close and positive working relationships with utility companies through regular engagement via the Cambridgeshire quarterly HAUC meetings and through early engagement, discussion, compromise and negotiation on large projects. Involvement with utility companies on smaller scale, lower value work, such as maintenance schemes or local infrastructure improvements is generally positive.
- 2.4 Where challenges arise, they tend to be on the larger more complex schemes. Three recent examples of schemes where utilities have resulted in delays are:
- A10/A142 BP roundabout
  - Kings Dyke
  - Fendon Road roundabout
- 2.5 A10/A142 BP roundabout near Ely - a medium pressure gas main was highlighted in the early investigations and the surveys found it to be lying over a gulley which complicated the works. Cadent required an agreement on the method of working to be in place before any works could commence close to the gas main and stipulated that these works be supervised by a third party. However they took eight weeks to agree how the works could be carried out which significantly delayed the early stages of the project.
- 2.6 Kings Dyke - a complex scheme to build a bridge over the railway to remove the need for a level crossing on the A605. Early notification was given to the utilities at a HAUC meeting. There were multiple utility diversions required and being on an 'A' road there was an incentive to try to minimise any road closures to reduce the impact on the travelling public. The aim was to coordinate the works carefully and tie in with a nearby housing development, getting all of the work requiring road closures done at the same time under the same traffic management to reduce costs, disruption to the public and reduce the overall length of the works programme. UKPN engaged very well but some of the other utilities were a challenge and showed no appetite for collaboration. In the end the job of coordinating the utilities was handed to the main site contractor who did some of the excavation works for the utilities so they could simply move their assets. This did not affect costs appreciably and promoted



collaboration on road closures and the Kings Dyke scheme did not suffer a direct cost penalty from Statutory Undertakers.

- 2.7 Fendon Road - Dutch roundabout scheme had complex utility issues to overcome. The initial plans sent through from the utility companies and the early survey work failed to reveal a BT chamber hidden in some undergrowth. Once this came to light it was found to contain sensitive fibre optic cables for Addenbrookes hospital. BT Openreach then proposed that to divert this would take a year and would cost a very significant amount of money. However what followed was some detailed work with Skanska and Openreach drawing on already established good working relationships and a solution was found minimising the delays and additional costs.
- 2.8 Issues with utility companies are not unique to Cambridgeshire, this a national problem. It is a challenge for any project requiring coordination between several large companies and institutions with time and cost restraints. Whilst there is work taking place nationally to improve the situation (paragraph 2.2) there are also some localised learning points:
- Early engagement with utilities is critical leaving ample time as the quoted response times may not be adhered to.
  - If the diversions required are really complex then look if the scheme can be altered to avoid or reduce the diversions.
  - Do not rely on the utility companies plans as there will always be a degree of inaccuracy.
  - Carry out detailed topographical and radar surveys and dig trial holes to find out what is really going on.
  - Work with the communications team to explain any delays to the public.
  - Manage the relationships with the utilities. Clarify what is required. For large schemes consider pricing in coordination of the utility diversion works.
  - Escalate with the utility company if the issues are becoming problematic.
- 2.9 Despite the recent experiences outlined above, there are also examples of where the above learning has been taken on board and proved beneficial, e.g. the Robin Hood Signals scheme. Working closely with Skanska and BT Openreach, the team designed out the need for further diversionary works before work began on site. This gave not only a reduction in the length of the work programme overall but a significant cost saving as well. The initial cost estimate with BT Openreach for these diversions was over £100k but with careful joint work with Skanska and BT Openreach, this was designed out leading to nil cost as the works were no longer required.
- 2.10 Any opportunity to further develop and strengthen relationships with utility companies is welcomed. Given the above, however, and the emerging work that is currently taking place nationally into which the County Council is already feeding via our role within HAUC, officers views are that at this stage, a meeting with a minister would not add further value. Instead, it is suggested that officers share this report with utility providers in the County through the HAUC meeting; continue to monitor and input to the process; consider when the national guidance has been revised whether further action is needed and report back to committee at a later date if necessary.



### 3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone  
There are no significant implications for this priority.
- 3.2 Thriving places for people to live  
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children  
There are no significant implications for this priority.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050  
There are no significant implications for this priority.

### 4. Significant Implications

- 4.1 Resource Implications  
The following bullet points set out details of significant implications identified by officers:  
Improved information from statutory undertakers could significantly reduce major project costs and timescales
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications  
There are no significant implications within this category
- 4.3 Statutory, Legal and Risk Implications  
There are no significant implications within this category
- 4.4 Equality and Diversity Implications  
There are no significant implications within this category
- 4.5 Engagement and Communications Implications  
There are no significant implications within this category
- 4.6 Localism and Local Member Involvement  
There are no significant implications within this category
- 4.7 Public Health Implications  
There are no significant implications within this category

**Have the resource implications been cleared by Finance? Yes**

Name of Financial Officer: Sarah Heywood

**Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes**

Name of Officer: Gus De Silva

**Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes**

Name of Legal Officer: Fiona McMillan



**Have the equality and diversity implications been cleared by your Service Contact?**

Yes

Name of Officer: Elsa Evans

**Have any engagement and communication implications been cleared by**

**Communications? Yes**

Name of Officer: Sarah Silk

**Have any localism and Local Member involvement issues been cleared by your**

**Service Contact? Yes**

Name of Officer: Richard Lumley

**Have any Public Health implications been cleared by Public Health? Yes**

Name of Officer: Kate Parker

## 5. Source documents guidance

### 5.1 Source documents

### 5.2 Location

<https://www.gov.uk/government/publications/diversionary-works>

<https://www.gov.uk/government/news/national-underground-asset-register-project-update>



Gillian Beasley  
Chief Executive  
Cambridgeshire County Council  
Shire Hall  
Castle Hill  
Cambridgeshire  
CB3 0AJ

By email: Gillian.beasley@peterborough.gov.uk

22 March 2018

Dear Ms Beasley,

I am writing further to the motion raised by Cllr. Bailey at Tuesday's Council meeting, regarding three projects undertaken by UK Power Networks in Cambridgeshire.

I was very concerned to learn of the issues raised by Cllr. Bailey and I would like to assure you that we aim to work closely with all our customers, and to complete our work as quickly and as safely as possible so that any disruption or inconvenience is kept to a minimum.

We have reviewed in detail each of the projects referred to in the motion:

#### **Ely by-pass**

We have worked closely with Council officers on the Ely by-pass and share the Council's desire to open it as quickly as possible. We issued a quote for the work in September 2016. The quote, accepted by the Council's consultants, included a completion date of March 2018. However, we were contacted two months after issuing the quote and informed that the design had changed. Following a site visit and various discussions to confirm the revised design, we issued a revised quote in January 2017 and completed the work ahead of schedule last summer. Because delivery of the work was accelerated and the design altered at the request of the Council's consultants, the resource and cost increased. We therefore do not believe that UK Power Networks is responsible for any delay in the opening of the by-pass.

#### **Cambridge Road resurfacing**

From the information detailed in the motion our records indicate that the work on Witchford Road and Cambridge Road, some months after the road had been resurfaced, was not carried out by UK Power Networks. We believe that the work referred to by Cllr. Bailey is detailed in this notice <https://www.cambridgeshire.gov.uk/news/electricity-work-set-to-take-place-on-cambridge-road-ely/>, and that the developer appointed an independent connection provider, Stormport, to undertake the connection work. This appears to have included laying a duct along Witchford and Cambridge Road from May to July last year. It is disappointing that UK Power Networks were identified as being at fault when we had not been responsible for these works.



**Pedestrian Crossing, Hop Row, Haddenham**

We completed the connection of the light-controlled pedestrian crossing in Hop Row, Haddenham, in February. Unfortunately, this was postponed twice at the request of the Council. In the first instance, we were unable to attend as the site was not ready and, on the second occasion, the excavation the Council's contractor had dug was too small for us to carry out the connection. Whilst it is disappointing the crossing was not energised sooner the cause was not due to UK Power Networks.

I hope that the above goes some way to explaining these issues more fully and clarifies our involvement. I would however welcome the opportunity to meet with you, Cllr Bailey and Cllr Count to discuss the Council's concerns.

In the meantime, please do not hesitate to contact me if I can provide any further information

Yours sincerely



Basil Scarsella  
Chief Executive Officer



## Finance Monitoring Report – November 2020

To: Highways and Transport Committee

Meeting Date: 19<sup>th</sup> January 2021

From: Steve Cox – Executive Director, Place & Economy  
Chris Malyon – Chief Finance Officer

Electoral division(s): All

Forward Plan ref: Not applicable

Key decision: No

Outcome: To provide the Committee with the November 2020 Finance Monitoring Report for Place & Economy (P&E).

The report is presented to provide the Committee with the opportunity to comment on the financial position as at the end of November 2020.

Recommendation: The Committee is asked to review and comment on the report.

### Officer contact:

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### Member contacts:

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Tel: 01223 706398



## 1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Sustainability Committee are shaded in Appendix 1. Members are requested to restrict their questions to the lines for which this Committee is responsible.

## 2. Main Issues

- 2.1 Revenue: The report attached as Appendix A is the Place & Economy Finance Monitoring Report for 2020/21 as at the end of November 2020. Place and Economy as a whole is forecasting a bottom line revenue overspend of £2.8m, which is a reduction of £0.5m since last month. This reduction is mainly due to the loss of parking enforcement income being less than originally assumed (reduction of £228K) and a reduction in the Waste forecast (£123K).
- 2.2 £4.6m of the forecast pressure is attributable to the impacts of Covid-19. The majority of these pressures are for the loss of income which is used to fund existing services. These pressures and the assumptions on the recovery profile of income are being closely monitored and regularly reviewed. The next Finance Monitoring Report will reflect the government's contribution to the loss of income due to the impact Covid, and so the forecast overspend will reduce.
- 2.3 Capital: The figures reflect the updated Abbey Chesterton Bridge budget.
- 2.4 The vacancy, tree and Local Highway Initiative (LHI) activity data is reported within the Finance Monitoring Report.

## 3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone  
There are no significant implications for this priority.
- 3.2 Thriving places for people to live  
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children  
There are no significant implications for this priority.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050  
There are no significant implications for this priority.



## 4. Significant Implications

### 4.1 Resource Implications

The report addresses the resources position for this Committee as at the end of November 2020.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

### 4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

### 4.4 Equality and Diversity Implications

There are no significant implications within this category

### 4.5 Engagement and Communications Implications

There are no significant implications within this category

### 4.6 Localism and Local Member Involvement

There are no significant implications within this category

### 4.7 Public Health Implications

There are no significant implications within this category

Source documents: None







## Place &amp; Economy Services

## Finance Monitoring Report – November 2020

## 1. Summary

## 1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
<b>Red</b>	Income and Expenditure	Balanced year end position	<b>Red</b>	2
<b>Green</b>	Capital Programme	Remain within overall resources	<b>Green</b>	3

## 2. Income and Expenditure

## 2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2020/21 £000	Actual £000	Forecast Variance - Outturn (November) £000	Forecast Variance - Outturn (November) %
0	Executive Director	677	455	-80	-12
+2,203	Highways	22,996	13,365	+1,896	+8
-52	Passenger Transport	7,308	3,774	-51	-1
+1,128	Environmental & Commercial Services	38,941	16,625	+1,005	+3
0	Infrastructure & Growth	3,751	2,277	0	0
0	External Grants	-17,230	-4,992	0	0
<b>3,278</b>	<b>Total</b>	<b>56,443</b>	<b>31,504</b>	<b>2,770</b>	<b>5</b>

The service level budgetary control report for November 2020 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).



## 2.1.2 Covid Pressures

Previous forecast £000	Pressure	Revised forecast £000
710	Waste additional costs	710
3,232	Parking Operations loss of income	3,004
92	Park & Ride loss of Income	92
464	Traffic Management loss of income	464
211	Planning Fee loss of Income including archaeological income	211
108	Highways Asset Management loss of income	108
<b>4,817</b>	<b>Total Expenditure</b>	<b>4,589</b>

## 2.2 Significant Issues

### Covid-19

As detailed in the table 2.1.2, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. These pressures are being regularly monitored and assumptions have been made on the level of income which will be received this financial year.

### Waste Private Finance Initiative (PFI) Contract

The tonnage of waste collected at the kerbside up to the end of November has increased due to the impact of COVID 19 which will result in increased treatment costs. The quantity of mixed dry recycling collected at the kerbside in quarters 1 and 2 was higher than originally forecast and will increase recycling credit payments to the city and district councils by £310,000 should this trend continue. Income from district and city councils trade waste collections is £400,000 lower than forecast due to reduced demand for trade waste services. The temporary closure of the Household Recycling Centres (HRCs) and restricted throughput due to social distancing measures since reopening, has resulted in less waste being collected than originally forecast which offsets some of the increase in kerbside collections, however this position may change over the coming months. The additional measures required to implement social distancing at the re-opened HRCs have created an additional burden on the waste budget. Although COVID related impacts have created an additional pressure on the service budget of approximately £710,000 (largely for HRC operations) so far, this pressure will be partly offset by reduced contract costs and an overall reduction in total waste collected (if this trend continues) resulting in a forecast overspend of £849,000.

### Street Lighting

A one off adjustment of £998k income is expected this year for prior year contract adjustments.



### 3. Balance Sheet

#### 3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

#### 3.2 Capital Expenditure and Funding

##### Expenditure

##### **Abbey Chesterton Bridge**

Due to additional costs incurred for this scheme, Highways & Transport Committee, on 1<sup>st</sup> December 2020, agreed to seek additional s106 funding of £2.063m for the Abbey Chesterton Bridge through the Greater Cambridge Partnership Executive Board. The Greater Cambridge Partnership Executive Board approved the funding on December 10<sup>th</sup> and the budget has been updated accordingly, and this change will be reported into the next Integrated Finance Monitoring Report going to General Purposes Committee.

##### Funding

Grant has been awarded for Emergency Active Travel Funding, mainly to fund pop-up cycle lanes. The first tranche of £467,742 is now factored into this report, this grant is to fund revenue as well as capital expenditure. The Government recently announced the Tranche 2 allocation which is £1.724m for Cambridgeshire and Peterborough. The Council is currently working with the Combined Authority to shape how this is allocated and spent and this will take account of the government's guidance on the process to follow. We are still awaiting details of the funding split but for this report have assumed the split is the same as the first tranche.

All other schemes are funded as presented in the 2020/21 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).



## Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2020/21 £000's	Actual November 2020 £000's	Forecast Outturn £000's	Forecast Outturn Variance %
<b>Executive Director</b>					
0	Executive Director	677	455	-80	-12%
<b>0</b>	<b>Executive Director Total</b>	<b>677</b>	<b>455</b>	<b>-80</b>	<b>-12%</b>
<b>Highways</b>					
0	Asst Dir - Highways	160	106	0	0%
57	Local Infrastructure Maintenance and Improvement	9,119	2,679	57	1%
-37	Traffic Management	-185	375	-38	-20%
-2	Road Safety	476	299	-2	0%
-1,078	Street Lighting	10,302	5,501	-1,141	-11%
-77	Highways Asset Management	453	302	-92	-20%
3,232	Parking Enforcement	0	2,760	3,004	0%
-0	Winter Maintenance	2,664	1,060	-0	0%
107	Bus Operations including Park & Ride	7	283	107	1513%
<b>2,203</b>	<b>Highways Total</b>	<b>22,996</b>	<b>13,365</b>	<b>1,896</b>	<b>8%</b>
<b>Passenger Transport</b>					
-121	Community Transport	2,645	1,813	-120	-5%
70	Concessionary Fares	4,663	1,960	70	1%
<b>-52</b>	<b>Passenger Transport Total</b>	<b>7,308</b>	<b>3,774</b>	<b>-51</b>	<b>-1%</b>
<b>Environmental &amp; Commercial Services</b>					
119	County Planning, Minerals & Waste	382	214	119	31%
63	Historic Environment	70	164	63	90%
0	Flood Risk Management	397	99	0	0%
-0	Energy Projects Director	32	-301	-0	-1%
-27	Energy Programme Manager	115	100	-27	-23%
972	Waste Management	37,943	16,350	849	2%
<b>1,128</b>	<b>Environmental &amp; Commercial Services Total</b>	<b>38,941</b>	<b>16,625</b>	<b>1,005</b>	<b>3%</b>
<b>Infrastructure &amp; Growth</b>					
-0	Asst Dir - Infrastructure & Growth	162	107	-0	0%
0	Major Infrastructure Delivery	3,014	1,553	0	0%
-0	Transport Strategy and Policy	34	87	-0	-1%
-0	Growth & Development	541	402	-0	0%
0	Highways Development Management	0	129	0	0%
<b>-0</b>	<b>Infrastructure &amp; Growth Total</b>	<b>3,751</b>	<b>2,277</b>	<b>-0</b>	<b>0%</b>
<b>3,278</b>	<b>Total</b>	<b>73,673</b>	<b>36,496</b>	<b>2,770</b>	<b>4%</b>



## Appendix 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

### Executive Director

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
677	455	-80	-12

Savings from staff redeployed to Covid-19 virus functions, mitigating pressures elsewhere within the service.

### Street Lighting

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,302	5,501	-1,141	-11

A one off adjustment of £998k income is expected this year for a prior year contract adjustment.

### Parking Enforcement

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	2,760	+3,004	0

With restrictions around the Covid-19 virus, there is expected to be a significant shortfall in income especially for on street parking and bus lane enforcement. The assumptions behind this shortfall are continually being monitored.

### Bus Operations including Park & Ride

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
7	283	+107	+1,513

With restrictions around the Covid-19 virus, there is expected to be a significant shortfall in income for this service. The assumptions behind this shortfall are continually being monitored.

### County Planning, Minerals & Waste

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
382	214	+119	+31

With restrictions around the Covid-19 virus, there is expected to be a shortfall in income for this service. The assumptions behind this shortfall are continually being monitored.



## Historic Environment

<b>Current Budget for 2020/21 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
70	164	+63	+90

The Historic Environment team (HET) generates the majority of its operating costs from a variety of income sources. Some posts in the team are more focused to income generation than others, and some of these were redeployed due to the Covid-19 virus. HET's ability to generate income has been severely impacted by COVID.

## Waste Management

<b>Current Budget for 2020/21 £'000</b>	<b>Actual £'000</b>	<b>Outturn Forecast £'000</b>	<b>Outturn Forecast %</b>
37,943	16,350	+849	+2

The tonnage of waste collected at the kerbside up to the end of November has increased due to the impact of COVID 19 which will result in increased treatment costs. The quantity of mixed dry recycling collected at the kerbside in quarters 1 and 2 was higher than originally forecast and will increase recycling credit payments to the city and district councils by £310,000 should this trend continue. Income from district and city councils trade waste collections is £400,000 lower than forecast due to reduced demand for trade waste services. The temporary closure of the Household Recycling Centres (HRCs) and restricted throughput due to social distancing measures since reopening, has resulted in less waste being collected than originally forecast which offsets some of the increase in kerbside collections, however this position may change over the coming months. The additional measures required to implement social distancing at the re-opened HRCs have created an additional burden on the waste budget. Although COVID related impacts have created an additional pressure on the service budget of approximately £710,000 (largely for HRC operations) so far, this pressure will be partly offset by reduced contract costs and an overall reduction in total waste collected (if this trend continues) resulting in a forecast overspend of £849,000.



## Appendix 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

<b>Grant</b>	<b>Awarding Body</b>	<b>Expected Amount £'000</b>
<b>Grants as per Business Plan</b>	Various	15,516
Emergency Active Travel – 1 <sup>st</sup> Tranche	Department for Transport (DfT)	374
Emergency Active Travel – 2nd Tranche (estimate)	Department for Transport (DfT)	1,340
Non-material grants (+/- £30k)	N/A	0
<b>Total Grants 2020/21</b>		<b>17,230</b>



Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	56,470	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	+13	
Current Budget 2020/21	56,443	



## Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2020 £'000	Movement within Year £'000	Balance at 30th November 2020 £'000	Yearend Forecast Balance £'000	Notes
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	32	0	32	30	Partnership accounts, not solely CCC
Highways Searches	27	0	27	0	
On Street Parking	1,944	0	1,944	1,300	
Streetworks Permit scheme	131	0	131	0	
Highways Commuted Sums	860	137	997	900	
Streetlighting - LED replacement	39	(0)	39	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	14	0	14	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	984	
Other earmarked reserves under £30k	138	(15)	123	0	
<b>Sub total</b>	<b>4,669</b>	<b>122</b>	<b>4,791</b>	<b>3,596</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	370	0	370	0	
Other Capital Funding	4,654	7	4,661	0	
<b>Sub total</b>	<b>5,024</b>	<b>7</b>	<b>5,031</b>	<b>0</b>	
<b>TOTAL</b>	<b>9,693</b>	<b>129</b>	<b>9,822</b>	<b>3,596</b>	



## Appendix 6 – Capital Expenditure and Funding

### Capital Expenditure 2020/21

Total Scheme Revised Budget £'000	Original 2020/21 Budget as per BP £'000	Scheme	Revised Budget for 2020/21 £'000	Actual Spend (November) £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance - Outturn (November) £'000
		<b>Integrated Transport</b>				
421	200	- Major Scheme Development & Delivery	421	42	230	-191
1,158	882	- Local Infrastructure Improvements	1,158	574	1,161	3
0	0	Safety Schemes	0	0	0	0
500	500	- A1303 Swaffham Heath Road Crossroads	500	11	500	0
422	94	-Safety schemes under £500K	422	90	422	0
449	345	- Strategy and Scheme Development work	449	308	442	-7
		Delivering the Transport Strategy Aims				
2,501	1,243	- Highway schemes	2,501	345	2,501	0
		- Cycling schemes				
200	0	- Fenstanton to Busway	200	38	183	-17
180	0	- Dry Drayton to NMU	152	11	152	0
400	58	- Hardwick Path Widening	196	31	115	-81
930	0	- Bar Hill to Longstanton	60	9	60	0
450	0	- Girton to Oakington	200	3	200	0
16	0	- Arbury Road	12	0	12	0
974	0	- Papworth to Cambourne	891	96	891	0
678	0	- Wood Green to Godmanchester	678	15	678	0
150	0	- Busway to Science Park	15	1	0	-15
79	45	- Other Cycling schemes	79	8	79	0
23	23	- Air Quality Monitoring	23	18	23	0
25,000	1,000	- A14	1,000	0	1,000	0
		<b>Operating the Network</b>				
0	0	Carriageway & Footway Maintenance incl Cycle Paths	0	0	0	0
740	740	- Countywide Safety Fencing renewals	740	4	740	0
1,590	1,590	- Countywide Retread programme	1,590	716	1,590	0
500	500	- Countywide F'Way Slurry Seal programme	500	391	500	0
3,696	3,696	- Countywide Surface Dressing programme	3,696	2,701	3,696	0
992	992	- Countywide Prep patching for Surface - Dressing programme	992	127	992	0
500	500	- B1093 Manea, Fifty Road Wisbech Road - Tipps End	500	0	500	0
695	695	- Whittlesey, Ramsey Road Nr Pondersbridge Carriageway	695	0	695	0
3,371	1,959	- Carriageway & Footway Maintenance schemes under £500k	3,382	1,498	3,415	33
140	140	Rights of Way	140	83	140	0
		Bridge Strengthening				
437	437	- St Ives Flood Arches	437	1	437	0
2,769	2,127	- Other	2,769	1,320	2,769	0
1,736	850	Traffic Signal Replacement	1,736	416	1,731	-5
200	200	Smarter Travel Management - Int Highways Man Centre	200	84	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	92	165	0
		<b>Highway Services</b>				
0	0	£90m Highways Maintenance schemes	0	0	0	0
839	839	- B1050 Willingham, Shelford Rd Prov.	839	0	839	0



Total Scheme Revised Budget £'000	Original 2020/21 Budget as per BP £'000	Scheme	Revised Budget for 2020/21 £'000	Actual Spend (November) £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance - Outturn (November) £'000
500	500	- B660 Holme, Long Drove C/way resurface/strengthen	500	1	500	0
900	900	- B1382 Prickwillow Pudney Hill Road Carriageway	900	0	900	0
550	550	- B198 Wisbech, Cromwell Road Carriageway	550	2	550	0
80,627	1,511	- Highways Maintenance (£90m) schemes under £500K	2,392	1,127	2,392	0
		Pothole grant funding				
500	500	- C198 Girton, Cambridge Road Carriageway	500	341	500	0
890	890	- A1198 Caxton / Papworth Everard / Papworth St Agnes / Hilton	890	489	890	0
800	800	- A605 Elton (from Pboro Services to Elton) Carriageway	800	0	800	0
3,000	3,000	- Additional Surface Treatments 2020/21	3,000	443	3,000	0
810	810	- Pothole funding schemes under £500K	810	-14	810	0
4,199	0	- Additional DfT Allocation (surface treatments)	4,199	0	4,199	0
146	0	Safer Roads Fund	10	56	56	46
		<b>Environment &amp; Commercial Services</b>				
11,064	2,763	- Waste Infrastructure	150	48	150	0
680	0	- Northstowe Heritage Centre	596	77	596	0
1,000	146	- Energy Efficiency Fund	422	0	422	0
		<b>Infrastructure &amp; Growth Services</b>				
9,116	0	- Huntingdon - West of Town Centre Link Road	4	10	10	6
49,000	0	- Ely Crossing	147	-1,498	147	0
149,791	0	- Guided Busway	6	56	56	50
0	0	- Cambridge Cycling Infrastructure	37	24	24	-13
1,975	0	- Fendon Road Roundabout	996	670	995	-1
350	0	- Ring Fort Path	265	23	265	0
1,200	0	- St Neots Northern Footway and Cycle Bridge	30	3	8	-22
6,950	0	- Chesterton - Abbey Bridge	4,613	442	4,613	0
33,500	3,020	- King's Dyke	10,400	5,160	10,303	-97
94	0	- Emergency Active Fund	427	167	425	-2
2,529	0	- Lancaster Way	2,307	1,108	2,328	21
1,000	0	- Scheme Development for Highways Initiatives	437	52	56	-381
150	0	- A14	0	222	0	0
22	0	- Other schemes	37	28	44	7
1,395	0	- Combined Authority Schemes	1,436	905	1,334	-102
11,682	0	- Wisbech Town Centre Access Study	3,641	566	3,641	0
280	0	- A505	280	191	104	-176
2,818	0	- Coldham's Lane Roundabout	406	138	406	0
	243	Capitalisation of Interest	243	0	243	0
<b>430,419</b>	<b>35,453</b>		<b>68,769</b>	<b>19,870</b>	<b>67,825</b>	<b>-944</b>
	-12,043	Capital Programme variations	-12,043	0	-11,099	944
	<b>23,410</b>	<b>Total including Capital Programme variations</b>	<b>56,726</b>	<b>19,870</b>	<b>56,726</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2019/20, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2019/20 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by the Service Committees and by General Purposes Committee. (GPC).



The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

## Appendix 7 – Commentary on Capital expenditure

- Major Scheme Development & Delivery

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
421	230	-191	0	0	0	-191

This covers 2 projects, Stuntney Cycleway and Northstowe bus link. A business case for the bus link is still being worked on and it is limited how much expenditure will take place this financial year.

- Fendon Road Roundabout

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
996	995	-1	-1	0	-1	0

The project has experienced some significant challenges with underground utility equipment and also been impacted by the Covid-19 pandemic. A specific report detailing how these issues and the budget now required to complete the project was presented to the Highways & Transport Committee on 7<sup>th</sup> July.

On 16th June 2020, Highways & Transport Committee approved the transfer of £304k from Cherry Hinton Road (in South Cambs S106 budget) to Fendon Road roundabout.

- Abbey Chesterton Bridge

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,613	4,613	0	0	0	0	0

The construction contract covers Chisholm Trail Phase One and Abbey-Chesterton Bridge under one contract and the majority of costs have been charged to Chisholm Trail budget. The 2019/20 CCC budget contribution has therefore been carried forward to the current financial year.

The Chisholm Trail and Abbey Chesterton Bridge project has experienced a significant number of issues that are forecast to lead to time and cost increases. These include unanticipated delays and costs related to:

- Access to land required to deliver the scheme



- Design and fabrication issues
- Ecology
- Third party agreements and approvals
- Protracted approval process with Network Rail to work in proximity of the railway
- Impact of the Coronavirus pandemic

Due to additional costs incurred for this scheme, Highways & Transport Committee, 1<sup>st</sup> December 2020 agreed to seek additional s106 funding of £2.063m for the Abbey Chesterton Bridge through the Greater Cambridge Partnership Executive Board. The Greater Cambridge Partnership Executive Board approved the funding on December 10<sup>th</sup> and the budget has been updated accordingly, and this change will be reported into the next Integrated Finance Monitoring Report going to General Purposes Committee.

- King's Dyke

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
10,400	10,303	-97	-1,337	+1,240	0	-97

King's Dyke signed a contract with Jones Bros and mobilised construction July 2020. Progress onsite has been rapid Aug/Sept in the ground improvement works at the western end of the scheme with surcharge now being placed. This rapid progress has required budget planning adjustments to bring forward the profile to this financial year, over the original forecasting.

Jones Bros are continuing construction work on site alongside the design work which will continue over the coming months. Earthworks is ongoing at the western end of the scheme with surcharge now being placed. The contractor has also started work on the underpass and the main compound is now complete. The construction is due to complete by December 2022. Small underspend forecast this year due to a revised forecast expenditure profile received from the contractor.

- Scheme Development for Highways Initiatives

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
437	56	-381	-312	-69	0	-381

An in-year underspend of -£0.381m is forecast. At the December Highways and Transport Committee, Members were asked to prioritise and approve the next set of schemes to deliver, and whether to allocate more resource to the budget line.



## Capital Funding

Original 2020/21 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2020/21 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
18,781	Local Transport Plan	17,781	17,781	0
0	Other DfT Grant funding	10,626	10,624	-2
199	Other Grants	7,128	7,149	21
411	Developer Contributions	8,242	8,201	-41
12,798	Prudential Borrowing	11,221	10,632	-589
3,021	Other Contributions	13,528	13,195	-333
<b>35,210</b>		<b>68,526</b>	<b>67,582</b>	<b>-944</b>
<b>-6,159</b>	Capital Programme variations	-11,800	-10,856	944
<b>29,051</b>	<b>Total including Capital Programme variations</b>	<b>56,726</b>	<b>56,726</b>	<b>0</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2019/20, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2019/20 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
New funding (Specific Grant)	10.65	Funding not previously shown in the business plan – Wisbech access strategy – Combined Authority (£3.641m), A14 Cycling schemes – Highways England (£1.472m), Lancaster Way (£1.391m). Additional pothole funding (£4.1m)
Additional Funding / Revised Phasing (Section 106 & CIL)	6.95	Developer contributions to be used for a number of schemes. Chesterton Abbey Bridge (£4.088m), Fendon Road Roundabout (£0.740m), Ring Fort Path (£0.265m), Traffic Signal replacement (£0.575m), Lancaster Way (£1.138m)
Additional funding / Revised Phasing (Other Contributions)	11.00	Coldham's lane roundabout, reimbursement from the combined authority (£1.1m). Other combined authority funded schemes (£1.833m). Chesterton – Abbey Bridge (£0.414m). King's Dyke, revised phasing (£7.38m).
Additional Funding / Revised Phasing (Prudential borrowing)	3.36	Additional funding required for A14 contribution (£1.0m) Rephasing of Highways Maintenance funding.







# Key to RAG ratings

RAG status	Description
RED	Not delivered within the target completion date (financial year)
AMBER	Highlighted concerns regarding delivery by completion date
GREEN	On target to be delivered by completion date

Update as at 01.12.2020

## Cambridge City Works Programme

### Carried Forward from 2018/19

Total Local Highway Improvement (LHI)\_Schemes 27  
Total Completed 26  
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Linda Jones 30CPX02296	Petersfield	Great Northern Road	<b>Civils</b> - Zebra crossing	RED	Delayed until road adopted and becomes public highway. Covid-19 has delayed this process further as utility companies have currently stopped all adoptions.

### Current Schemes for 2020/21

Total LHI Schemes 24  
Total Completed 7  
Total Outstanding 17

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Jones	Petersfield	Perowne St	<b>Parking Restrictions</b> - Install a no loading at any time ban up to the parking bays both sides of Perowne street.	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Crawford	Cherry Hinton	Fulbourn Old Drift	<b>Parking Restrictions</b> - School keep clear at gate and single yellow restriction.	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Jones	Petersfield	Various around ward	<b>Street lights</b> - Install 4 no new streetlights to provide additional lighting on footpaths.	GREEN	Work installed on site, some minor discussion with Cllr Jones before completion.
Cllr Ashwood	Trumpington	Long Road	<b>MVAS</b> unit and warning signs near the school.	GREEN	Work Complete
Cllr Jones	Petersfield	Brooklands Avenue	<b>Signs / Lines</b> - Clearer signage along the route and lining to identify that it is a dual use footway.	GREEN	Work Complete
Cllr Scutt	Arbury	Cunningham Close	<b>Civils</b> - Birdsmouth / knee-rail fencing positioned behind existing concrete bollards, extending fully to the boundary of existing footways.	GREEN	Work Complete
Cllr Whitehead	Abbey	New Street	<b>Raised Feature</b> - Build out the kerblin to narrow the carriageway and afford better visibility for pedestrians. This will require the removal of two on road parking spaces. Construct a new flat top hump which will provide a flush surface, and remove the existing round-top hump.	GREEN	Scheme Consultation commenced start of November 2020.
Cllr Scutt	Arbury	French's Road	<b>Civils</b> - New dropped kerbs to access path. Change path to Shared use (as currently footpath only). Widen path at Harvey Goodwin Ave exit to allow more usable width and look to relocate bins at Frenchs Rd end.	GREEN	Order raised. Waiting on start date for work from contractor.



Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Whitehead	Abbey	Abbey Gardens	<b>Parking restriction</b> - Double yellows lines	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Jones	Petersfield	Tenison Road	<b>Civils</b> - Installation of 5 wooden bollards along the stretch of Tenison Road.	GREEN	Work Complete
Cllr Scutt	Arbury	Thirleby Close	<b>Parking restrictions</b> - Double yellow lines through the cul-de-sac and junction with Harding Way (except for disabled bay in turning head)	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Whitehead	Abbey	Whitehill Road	<b>MVAS</b> unit and reinstate junction markings	GREEN	Work Complete
Cllr Manning	Chesterton	High Street	<b>Civils</b> - Raise the mini roundabout possibly using bolt down solution. Probably requires a patch under and resurfacing to tie into roundabout edge. Renew surrounding road markings.	GREEN	Site visit complete, design complete, applicant approved to review target cost received 25/11/2020.
Cllr Kavanagh	Romsey	Rustat Road	<b>Civils</b> - Widen existing gates by 1m and repaint them to remove the graffiti. Reinstate block paving in new location. Look to improve footpaths for pedestrians on either side with resurfacing and new bollards as required.	GREEN	Design complete, applicant approved, To review revised target cost received 30/11/2020.
Cllr Meschini	Kings Hedges	Cam Causeway	<b>Parking restrictions</b> - Install a verge parking ban between Nuffield Road and Laxton Way and double yellow lines on the western side of Cam Causeway at this location. This will not displace the parking but force the parking onto the carriageway only.	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Taylor	Queen Edith	Wulfstan Way	<b>Parking Restrictions</b> - Double yellow lines for short section outside numbers 19 and 21 Wulfstan Way	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Scutt	Arbury	Belmore Close	<b>Parking restrictions</b> - Double yellow lines through turning head	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Meschini	Kings Hedges	Northfield Avenue	<b>Civils</b> - Install a new informal crossing point north of mini roundabout, with new connecting footway either side and wooden bollards with reflective banding to highlight the location to drivers.	GREEN	Submitted for target costing 23/10/2020.
Cllr Meschini	Kings Hedges	Cam Causeway	<b>Civils / Signs</b> - Install dropped crossing and tactiles, with bollards either side to highlight new crossing point. Install playground warning signs on all approaches.	GREEN	Work Complete
Cllr Taylor	Queen Edith	Cavendish Avenue	<b>Raised Features</b> - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	AMBER	Site Visits / Initial Designs shared with applicant. Waiting on responses from City and County Cllr regarding scheme.
Cllr Crawford	Cherry Hinton	Church End	<b>Parking restrictions</b> - Double Yellow Lines.	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Nethsinga	Newnham	Hedgerley Close and Conduit Road	<b>Parking restrictions</b> - Double Yellow Lines	GREEN	Order raised. Waiting on start date for work from contractor.
Cllr Richards	Castle	Mount Pleasant	<b>MVAS</b> unit.	GREEN	Work Complete
Cllr Jones	Petersfield	Bateman Street	<b>Raised Features</b> - Replace the existing block paved speed cushions with rubberised bolt-down cushions, provide new lining, bollards, and cycle symbols along extent of scheme.	GREEN	Site Visits / Designs approved by applicant. Traffic Regulation Order consultation commenced start of November. Trying to tie in with Greater Cambridge Partnership closures in Newtown area.



## Huntingdonshire Works Programme

### Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21  
Total Completed 16  
Total Outstanding 5

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	RED	Delegated decision made. Works expected delivery in January/February 2021 (pending supply chain delivery for speed cushions).
Cllr McGuire	Yaxley	Broadway	Zebra Crossing	RED	Civil works and lining completed. Awaiting electrical connection which has been delayed by COVID but should be undertaken in December.
Cllr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Delayed due to Parish Council discussions with housing association, agreement reached to reduce scope of scheme to facilitate delivery. Awaiting local residents and Parish Council to undertake works to their land boundaries prior to CCC implementing the scheme. Lead Engineer to arrange meeting on site to progress the scheme further.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Delayed due to discussions with Parish. Plans agreed. Formal consultation finished on the 02/09/2020. Target cost to be requested by beginning of December.
Cllr Rogers	Upwood & The Raveleys	Raveley Road	Give Way Feature Great Raveley	RED	Target Cost received but Parish Council unable to cover the increased cost. Further communication on way forward commenced. Awaiting revised cost from Contractor following reduced scope of works.

### Current Schemes for 2020/21

Total LHI Schemes 25  
Total Completed 2  
Total Outstanding 23

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Wilson	Huntingdon	Hinchingbrooke	Footway widening	AMBER	Delayed due to staff redeployment. Detailed design completed, target cost requested. Site clearance/ landscaping works programmed for 22/01/21, to allow for lighting column to be repositioned with civil works to follow.
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	AMBER	Delayed due to staff redeployment. Plans approved by Parish Council. Police approval received. Traffic Regulation Order to be advertised February 2021. Target cost has been requested.
Cllr Wilson	Huntingdon	Butts Grove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Work complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	AMBER	Site visit and prelim design undertaken. Parish Council agreed on draft plan. Speed survey data received. Awaiting amended Street lighting design, for the scheme to be submitted for Road Safety Audit.
Cllr West	Great Paxton	High Street	Priority narrowing's	GREEN	Officer in charge to meet with Parish Council on 09/12/2020. Previous meeting postponed due to lockdown.
Cllr Wilson	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	AMBER	Delayed due to staff redeployment. Police approved buffer zones, 20mph speed limit approval is pending speed survey. Target cost has been requested.



Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	AMBER	Delayed due to staff redeployment. Target cost has been requested. Parish Council have requested to meet on site once the total cost has been confirmed.
Cllr Gray	Stow Longa	Stow Road/ Spaldwick Road	Provision of 40mph buffer zones, gateway features and provision of MVAS	GREEN	Draft plans agreed by Parish Council. Traffic Regulation Order advertised on 12/08/2020. Objection received and resolved so now preparing for target cost.
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	GREEN	Design complete and preparing submission for target cost early December 2020.
Cllr Tuplin	Kings Ripton	Ramsey Rd	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Memorandum of understanding and funding approval request sent to Parish Council, now agreed. Final plans to be approved by Parish Council prior to requesting target cost.
Cllr Gardener	Ellington	Grafham Road & Thrapston Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and mounting posts	GREEN	Memorandum of understanding and funding approval received from Parish Council. Equipment received. Site meeting with Parish Council took place. Parish Council seek permission from Balfour Beatty to install units on existing lighting columns.
Cllr Tuplin	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	RED	Survey companies identified and brief being prepared. Delay as Station Road is closed until February 2021, survey can only be undertaken once it reopens. Unlikely to be carried out this financial year as traffic needs to return to "normal" level.
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Proposal agreed by the Parish Council. The majority of the works already completed. Contractor unable to finish off the works due to parked cars causing obstruction/inconvenience.
Cllr Downs	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	GREEN	Mobile Vehicle Activated unit received. Final plans approved by Parish Council. Target cost to be requested by beginning of December 2020.
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Memorandum of understanding and funding approval request sent to Parish Council. Signed agreement has not been returned yet. Equipment received.
Cllr Gardener	Great Staughton	The Causeway	Speed limit reduction to 30 mph and provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Design completed. Parish Council met and approved the plans on 17/09/2020. Policy & Regulation to advertise Public Notice in December 2020 prior to us requesting Target Cost. Awaiting signed agreement from the Parish Council.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Met with Parish Council and agreed on feasible scope. Works to be completed by beginning of December 2020.
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Equipment now received. Awaiting Parish Council agreement before the equipment gets supplied.
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Delay due to work on Active Travel schemes. Site visit has taken place. Preliminary plans to be undertaken. Unlikely to be completed by end March 2021.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Feasibility completed. Meeting with Parish Council 2/12/2020 to discuss their queries.
Cllr Rogers	Warboys	Ramsey Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and 40 mph buffer zone	GREEN	Scope agreed with Parish Council. Traffic Regulation Order advertised on 12/08/2020. Preparing information for target cost request early December 2020.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	GREEN	Site visits carried out and detailed designs being undertaken.
Cllr Taylor	St Neots	Hawkesden Road, Priory Hill Road	Waiting restrictions	GREEN	Traffic Regulation order advertised beginning of November. Target cost requested on 12/11/2020..
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Work complete
Cllr Gardener	Great and Little Gidding	B660 egress from and ingress to the village	Provision of new warning signs and markings, installation of 40 mph buffer zones and village gateway features	GREEN	Design approved by Parish Council. Traffic Regulation Order advertised on 12/08/2020. Preparing information to request target cost early December 2020.



## Fenland Works Programme

### Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 14  
 Total Completed 13  
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	RED	Works completed on site, but road safety audit has highlighted some required remedial action, meetings held with Councillor and residents. Further scheme amendments are required, additional design work to be undertaken.

### Current Schemes for 2020/21

Total LHI Schemes 10  
 Total Completed 3  
 Total Outstanding 7

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	GREEN	Vehicle restraint assessment completed, detailed design completed, road safety audit 1/2 completed, applying for consents with drainage board.
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Works complete
Cllr Tierney	Wisbech	South Brink	Traffic Calming	AMBER	Delayed due to engineer being re-deployed as part of Covid-19 response. Initial design undertaken, sent to applicant for comments before progressing further, applicant has responded to initial correspondence but nothing further.
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works complete
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Design completed and now agreed with applicant, order raised and awaiting programme date.
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	AMBER	Delayed due to works on active travel schemes. In detailed design, site visit with parish undertaken. Unit ordered and received at depot, additional design works being undertaken.
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Works complete
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	AMBER	Delayed due to engineer being re-deployed as part of Covid-19 response. In preliminary design, initial site visit undertaken and discussions had with applicant. Speed / traffic data being captured to assist design process.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	Works order raised with Skanska (Oct 2020), programme date being reconsidered due to available road space and proximity to school.
Cllr King	Wisbech	North Brink	New one way	AMBER	Delayed due to work on active travel schemes. In detailed design, site visit undertaken and measures taken, request for target cost for topographical survey (due early Dec).



## East Works Programme

### Current Schemes for 2020/21

Total LHI Schemes 13  
Total Completed 1  
Total Outstanding 12

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
CLlr Schumann	Reach	Fair Green	Vehicle length restriction	GREEN	In detailed design, proposal agreed with policy & regulation team, and police. Proposal sent to parish (09/11/2020) for agreement.
CLlr Goldsack	Viva Arts & Community Group	Spencer Drove	Carriageway widening / reconstruction	GREEN	Skanska to design and deliver, due to previous engagement with applicant.
CLlr Dupre	Sutton	B1381	Mobile Vehicle Activated Sign	GREEN	Works complete
CLlr Hunt	Haddenham	Hill Row	Mobile Vehicle Activated Sign	AMBER	Delayed due to work on active travel schemes. In detailed design, met parish on site mid June 2020, further site visit 20/10/2020.
CLlr David Ambrose Smith	Littleport	Ten Mile Bank	Signing & Lining	GREEN	Applicant approved design, works ordered and programmed for 07/01/2021
CLlr Hunt	Wilburton	High Street	Reduce vehicle speeds	AMBER	Delayed due to work on active travel schemes. Design undertaken and with applicant for discussion, applicant has requested various additional options. Meeting on 26/11/2020 to define scope for progression.
CLlr Bailey	Ely	Beresford Road	Zebra Crossing	GREEN	Design agreed with applicant, lighting design complete, road safety audit requested 27/10/2020.
CLlr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	AMBER	Delayed due to work on active travel schemes. In detailed design, additional information was required for design, this has now been gathered, scheme being shared with applicant and traffic regulation order required.
CLlr Schumann	Chippenham	High Street	Mobile Vehicle Activated Sign	AMBER	Delayed due to work on active travel schemes. Unit delivered to applicant, further works ongoing to disconnect the old static vehicle activated sign and install posts
CLlr Shuter	Westley Waterless	Brinkley Road	Traffic calming	AMBER	In detailed design, site visit undertaken and discussions ongoing with applicant. Applicants have requested a scope change away from the initial feasibility.
CLlr Dupre	Witchford	Main Street	Footway widening	RED	Delayed due to additional workload within the service. In preliminary design, site measures and visit undertaken.
CLlr Schumann	Snailwell	The Street	New Footway	AMBER	Design sent to applicant for approval on 14/09/2020, applicant has requested various amendments. Amendments made in consultation with CCC structures team to be approved by applicant.
CLlr Shuter	Lode	Lode Road	Mobile Vehicle Activated Sign	GREEN	Unit has arrived at the depot, still awaiting delivery to applicant due to missing battery / charger.



## South Cambridgeshire Works Programme

### Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 17  
Total Completed 16  
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Howell	Cambourne Parish Council	Eastgate	Zebra Crossing	RED	Delayed until road adopted and becomes public highway. Covid-19 has delayed the adoption process further. Waiting on update from development management.

### Current Schemes for 2020/21

Total LHI Schemes 18  
Total Completed 12  
Total Outstanding 6

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Batchelor	Bartlow	Three buffer zones on Linton Road, Camps Road and Ashdon Road Bartlow with gates to emphasise the speed limit.	<b>Speed Limit</b> - Three buffer zones on Linton Road, Camps Road and Ashton Road with gates to emphasise the speed limit.	GREEN	Work complete
Cllr Van Den Ven	Litlington	Bassingbourn Road	<b>Speed Limit / Civils</b> - New 50mph speed limit and footpath maintenance works.	GREEN	Speed limit works order installed, waiting on cost from contractor for footpath work. Parish Council aware.
Cllr Bradman	Fen Ditton	Village wide	<b>MVAS</b>	GREEN	Work complete
Cllr McDonald	Ickleton	Butchers Hill	<b>Lining</b> - Re-line existing edge line to help delineate between vehicular movements and pedestrian movements. Patch parts of the existing informal footway section to ensure pedestrians.	GREEN	Work complete
Cllr Harford	Girton	Various central locations within village	<b>Raised Features / Speed Limit</b> - Install 20mph zone on extents previously identified. Allow for additional 2 sets of speed cushions to be installed in the large gaps between existing calming features. Additionally Parish would like an MVAS with possible mounting locations to be determined later probably on existing street furniture.	GREEN	Traffic Regulation Order closed end of October 2020, preparing information for target cost.
Cllr Kindersley	Arrington	A1198 Arrington village within 40mph and 30mph speed limits	<b>MVAS</b> unit and mounting posts.	GREEN	Work complete
Cllr Jenkins	Histon & Impington	Village wide - Impington Lane, The Coppice, New Road, Milton Road, New School Road, rear of Manor Park	<b>Civils</b> - Various footway works - either utilising overlay or inlay technique depending on the state of the specific path.	GREEN	Works programmed for completion by end of December 2020.
Cllr Bradman	Horningsea	Village Wide	<b>Signs / lines</b> - new warning signs in village near bend of 40 mph buffer zones on both approaches plus relevant road markings.	GREEN	Work complete



Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Batchelor	Carlton	Church Road	<b>Speed Limit</b> - Install 40mph through Carlton Green ONLY.	GREEN	Work complete
Cllr Harford	Dry Drayton	Various locations around village	<b>Flashing wig-wags</b> and <b>MVAS</b> unit.	GREEN	Work complete
Cllr Kindersley	Wimpole & Orwell	Junctions at Fishers Lane and Hurdleditch Road (Orwell) Junction at Old Wimpole Road (Wimpole)	<b>Signs / Lines</b> - New signs to warn of junctions, red anti-skid to further highlight this, and new road markings as required to improve driver safety.	GREEN	Work complete
Cllr Batchelor	Balsham	Dolls Close, West Wickham Road, West Wratting Road, High Street, Cambridge Road and Linton Road.	<b>MVAS</b> unit.	GREEN	Work complete
Cllr Howell	Bourn	Broadway	<b>Civils</b> - Priority give way feature.	GREEN	Road safety audit complete.Preparing information for target cost.
Cllr Nieto	Hardwick	Cambridge Road	<b>Civils</b> - Installation of priority give way build outs along Cambridge Rd.	GREEN	Site visit complete, now being designed for submission to Parish Council.
Cllr Smith	Swavesey	Boxworth End	<b>Civils</b> - Footpath maintenance	GREEN	Works programmed for the beginning of December 2020.
Cllr Batchelor	Horseheath	West Wickham Road	<b>Signs / lines</b> - Gateway treatment and highlighting existing 30mph limit further	GREEN	Work complete
Cllr Batchelor	West Wickham	Streetly End	<b>Signs / Lines</b> - New lining and signs at village entrances to highlight vehicles are entering 30mph limit.	GREEN	Work complete
Cllr Hickford	Harston	Cambridge Road	<b>Civils</b> - Island repair and maintenance	GREEN	Work complete



Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 189  
Planted 2907

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 1st January 2017 to 31st March 2019	10	30	8	4	35	87
Planted 1st January 2017 to 31st March 2019	3	1	2752	0	0	2756
Removed 2019/2020	1	14	62	1	16	94
Planted 2019/2020	0	63	32	8	31	134

This financial year summary:

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 2020/2021	1	3	2	0	2	8
Planted 2020/2021	1	3	13	0	0	17

Comparison to previous month:

Oct-20	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	0
Total	0	0

Nov-20	Removed	Planted
City	0	0
South	2	0
East	2	4
Fenland	0	0
Hunts	0	0
Total	4	4

**Please Note:** This data comprises of only trees removed and replanted by Highways Maintenance and Highways Projects & Road Safety Teams (inc. LHIs) and Infrastructure and Growth. Whilst officers endeavour to replace trees in the same location they are removed, there are exceptions where alternative locations are selected, as per the county council policy. However trees are replanted in the same divisional area that they were removed.

2018 - 2678 new trees planted as Ely Bypass Scheme  
**Feb 2020** 43 trees were removed in relation to the A1303 Road Safety Scheme in East  
**Feb 2020** 25 trees countywide came down during the recent storms Ciara and Dennis (16 in East and 9 in Hunts)



Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month      NOV   0  
Total Planted in Current Month      NOV   0

Ward	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Number of trees Replaced in Area
Coleridge	Sandra Crawford	Coldhams Lane	6	Subsidence	Y	
Castle	Jocelynn Scutt	Frenchs Road	1	Obstruction	Y	
Castle	Claire Richards	Mitchams Corner	3	Obstruction	Y	
Newnham	Lucy Nethsingham	Skaters Meadow	1	Obstruction	Y	3
		Fendon Road	1	Major Scheme - Fendon Road Roundabout, replaces a tree removed previously in the year		1
-	-	Total	12	-	-	4



South Tree Works

Total Removed in Current Month

NOV 2

Total Planted in Current Month

NOV 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Comberton	Lina Nieto	Kentings	1	Diseased / Dead	Y	Y	1
Cottenham	Tim Wotherspoon	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2
Duxford	Peter Topping	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	1
Sawston	Roger Hickford	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	12
Little Shelford	Roger Hickford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	1
Longstowe	Mark Howell	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	1
Oakington	Peter Hudson	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	3
Sawston	Roger Hickford	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Bassingbourn	Susan van de Ven	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2
Bourn	Mark Howell	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	1
Grantchester	Lina Nieto	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	1
Histon	David Jenkins	Parlour Close	1	Damaged	2017-12-02	2017-12-02	1
Girton	Lynda Harford	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Grantchester	Lina Nieto	Mill Way	1	Subsidence	2018-10-29	2018-10-29	1
Little Wilbraham	John Williams	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	1
Waterbeach	Anna Bradnam	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	1
Bourn	Mark Howell	Riddy Lane (Church St) corner	4	Diseased / Dead	2019-11-04	2019-11-04	4
Hardwick	Lina Nieto	St Neots Rd	8	Diseased / Dead	2019-11-04	2019-11-04	8
							21
Comberton	Lina Nieto	Swaynes Lane	1	Obstruction	2020-02-27	2020-02-27	
Girton	Lynda Harford	Cambridge Road	1	Diseased / Dead	2020-04-30	2020-04-20	1
Foxton					2020-09-25	2020-09-25	2
Gamlingay	Sebastian Kindersley	Stocks Lane	1	Diseased / Dead	2020-11-02	2020-11-02	
Gamlingay	Sebastian Kindersley	Northfield Close	1	Diseased / Dead	2020-11-02	2020-11-02	
-	-	Total		47	-	-	67



## East Tree Works

Total Removed in Current Month      NOV   2  
 Total Planted in Current Month      NOV   4

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	1
Littleport	David Ambrose Smith	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	1
Ely	Anna Bailey	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	1
Ely	Bill Hunt	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	1
Ely	Anna Bailey	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	1
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	1
Ely	Anna Bailey	Witchford Road	2	Diseased / Dead	2020-07-16	2020-07-16	2
Burwell	Josh Schumann	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2019-05-11	2019-05-11	1
Sutton	Lorna Dupre	Bury Lane	1	Diseased / Dead	2019-09-25	2019-09-25	2
Lode	Mathew Shuter	Northfields	1	Removed in Error	2020-01-27	2020-01-27	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2020-02-10	2020-02-10	1
Stow cum Quay / Lode / Swaffham Bulbeck	Mathew Shuter / John Williams	A1303	43	A1303 Safety Scheme	2019-11-19	2019-11-19	
Dullingham	Mathew Shuter	Brinkley Road	3	Natural Disaster	2020-20-10	2020-20-10	1
Dullingham	Mathew Shuter	Station Road	2	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Broad Green	5	Natural Disaster	2020-20-10	2020-20-10	1
Soham	Mark Goldsack	Northfields	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	Newmarket Road	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2020-20-10	2020-20-10	1
Chippenham	Josh Schumann	Chippenham Rd	1	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Ditton Green	1	Natural Disaster	2020-20-10	2020-20-10	1
-	-	Total	72	-	-	-	23



Additional Trees

Parish	Cllr name	Location	Number of trees	Replaced Date	Planted Narrative - Which trees are being replaced (Location)
Witchford	Lorna Dupre	plot of land	70	Phased rollout - On-going	70 Trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Witchford	Lorna Dupre	plot of land	26	Phased rollout - On-going	26 further trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Ely		Ely Bypass Project	2678	Project completed in 2018	Number of trees planted as part of the Ely Bypass Scheme
-	-	Total	2774	-	-

Total planted per area = 2797

Fenland Tree Works

Total Removed in Current Month      NOV    0  
Total Planted in Current Month      NOV    0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Wisbech	Samantha Hoy	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	1
March	Janet French	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	1
Wisbech	Simon Tierney	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	1
March	Janet French	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	1
Wisbech	Samantha Hoy	Rochford Walk	1	Diseased / Dead	2019-08-01	2019-08-01	1
-	-	-	-	-	-	-	3
-	-	Total	5	-	-	-	8



## Huntingdon Tree Works

Total Removed in Current Month      NOV   0  
 Total Planted in Current Month      NOV   0

Parish	CLlr name	Location	Number of trees Removed	Reason Removed	CLlr Informed	Parish informed	Number of trees Replaced in Area
Eaton Ford	Derek Giles	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	1
Elton	Simon Bywater	Back Lane	1	Subsidence	2018-03-27	2+C8:G329/10/2018	1
Fenstanton	Ian Bates	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Godmanches ter	Graham Wilson	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	3
Hartford	Mike Shellens	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	1
Hemingford Grey	Ian Bates	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Mike Shellens	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	1
Wyton	Ian Bates	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Warboys	Terence Rogers	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2
Fenstanton	Ian Bates	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	1
Hartford	Mike Shellens	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Tom Sanderson	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
St Neots	Simone Taylor	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
Yaxley	Mac McGuire	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	1
Hilton	Ian Bates	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Brampton	Peter Downes	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	1
Godmanches ter	Graham Wilson	O/S School	1	Obstruction	2018-10-17	2018-10-17	1
Huntingdon	Graham Wilson	Claytons Way O/S no 13	1	Diseased / Dead	2018-10-17	2018-10-17	1
Ramsey	Adela Costello	Biggin Lane O/S 29	1	Natural Disaster	2018-10-17	2018-10-17	1
Ramsey Heights	Adela Costello	Upwood Rd O/S Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	1



Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	
Hemingford Grey	Ian Bates	High St O/S no 2	1	Diseased / Dead	2018-10-17	2018-10-17	
St Ives	Ryan Fuller & Kevin Reynolds	Michigan Road	3	Dead	2019-06-18	2019-06-18	
St Ives	Ryan Fuller & Kevin Reynolds	Acacia Road	1	Subsidence	2019-06-18	2019-06-18	
Bluntisham	Steve Criswell	High St O/S no 2	1	Dead	2019-07-24	2019-07-24	
Bluntisham	Steve Criswell	Sayers Court	1	Diseased / Dead	2019-07-24	2019-07-24	
Hemingford Grey	Ian Bates	Green Close	1	Dead	2020-01-09	2020-01-09	
Brington	Ian Gardener	High Street	1	Natural Disaster	2020-02-10	2020-02-10	
Great Stukeley	Terence Rogers	Ermine Street	1	Natural Disaster	2020-02-10	2020-02-10	
Bury	Adela Costello	Tunkers Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Warboys	Terence Rogers	Ramsey Rd	1	Natural Disaster	2020-02-10	2020-02-10	
St Ives	Ryan Fuller & Kevin Reynolds	Harrison Way	1	Natural Disaster	2020-02-10	2020-02-10	
Hemingford Grey	Ian Bates	Marsh Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Ramsey	Adela Costello	Wood Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Offord Cluny	Peter Downes	New Road	1	Natural Disaster	2020-02-10	2020-02-10	
Godmanches ter	Graham Wilson	West Street	1	Natural Disaster	2020-02-10	2020-02-10	
Woodhurst	Steve Criswell	West End	1	Dead	2020-08-06	2020-08-06	
Pidley	Steve Criswell	Warboys Road	1	Dead	2020-09-01	2020-09-01	
-	-	Total	53	-	-	-	31



# Highways and Transport Policy and Service Committee Agenda Plan

Agenda Item No: 11

Published on 4th January 2021

## Notes

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

\* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Finance Report – The Council's Virtual Meeting Protocol has been amended so monitoring reports (including the Finance report) can be included at the discretion of the Committee.
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
09/03/21	Performance Report	Jamie Leeman	Not applicable	25/02/21	01/03/21
	Highways Contract Key Performance Indicators (KPIs) Quarterly Update Report	Emma Murden	Not applicable		
	Royston to Granta Park Strategic Growth and Transport Study	Karen Kitchener	Not applicable		
	A14 Legacy Fund	Justin Styles	Not applicable		
	Residents' Parking Schemes Review		Not applicable		
	Highways Verge Maintenance	Jon Clarke / Richard Lumley	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		



Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Highway Infrastructure Asset Management	Mike Atkins	Not applicable		
[13/04/21] Provisional meeting				31/03/21	02/04/21
08/06/21	Notification of the Appointment of the Chairman/Chairwoman and Vice Chairman/Chairwoman	Democratic Services		27/04/21	31/05/21
	Risk Register Review	Steve Cox	Not applicable		
	LHI Panel Scoreboards	Richard Lumley	Not applicable		
	Highways Contract Key Performance Indicators (KPIs) Quarterly Update Report	Emma Murden	Not applicable		
	Performance Report	Jamie Leeman	Not applicable		
	HoS Annual Review	Mike Atkins	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

Please contact Democratic Services [democraticservices@cambridgeshire.gov.uk](mailto:democraticservices@cambridgeshire.gov.uk) if you require this information in a more accessible format