HIGHWAYS AND TRANSPORT COMMITTEE

Tuesday, 10 November 2020

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 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

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 - 6th October 2020**	**1 - 6**
3	**Minute Action Log to follow**	
4	**Petitions and Public Questions**	
	KEY DECISIONS	

5	**Joint Professional Services Framework**	**7 - 14**
	DECISIONS	
6	**Lancaster Way Consultation Outcome**	**15 - 38**
7	**Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme**	**39 - 52**
8	**Finance Monitoring Report – September 2020**	**53 - 86**
	INFORMATION AND MONITORING	
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10	**Date of Next Meeting 1st December 2020**	

Exclusion of Press and Public

To resolve that the press and public be excluded from the meeting on the grounds that an appendix on the agenda contains exempt information under Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it if there needs to be discussion on it, 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)

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 Henry Batchelor Councillor David Connor Councillor Ryan Fuller Councillor Lynda Harford Councillor Noel Kavanagh Councillor Simon King Councillor Ian Manning and Councillor Amanda Taylor

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Agenda Item: 2

HIGHWAYS AND TRANSPORT COMMITTEE: MINUTES

Date: Tuesday 6 October 2020

Time: 10.00 a.m. to 11.20 am

Present: Councillors I Bates (Chairman), H Batchelor, D Connor, R Fuller, J French, Lynda Harford, M Howell (Vice-Chairman), N Kavanagh, S King, I Manning and A Taylor.

Apologies: None

32. Declarations of Interest

There were no declarations of interest.

33. Minutes – 15th September 2020

The minutes of the 15th September 2020 were agreed subject to the following amendments:

Minute 30 - correction of typographic errors relating to Lynne Road, Wisbech and the capitalisation of the word 'to'.

- revision to paragraph 1, page 21 requesting that a cycling map be updated for Wisbech and that it be included on the Committee Action Log. ACTION

In relation to the minutes the following queries were raised:

- questioned whether the details of One.network had been circulated to all Councillors. ACTION

- questioned whether schemes could still be added to tranche 2 of the COVID-19 Temporary Cycling Proposals. ACTION

34. Highways and Transport Committee Action Log

The Committee noted the Action Log and the following update relayed to Committee

Action No. 146 and part (a) of No. 311;

Following a meeting with the Chairman and Vice-Chairman it had been agreed to present a report to December's Highways & Transport Committee recommending the creation of a Member Working Group to review the Local Highways Initiative (LHI)

process ready for the 2022/23 application round. The report would include a draft terms of reference for the Working Group. The review would focus on 4 specific items:

- Parish financial contribution level
- Equity of number of applications permitted
- Simplifying the scoring process
- Delivery of Mobile Vehicle Activated Signs (MVAS)

35. Petitions

None.

36. Ring Fort Path

The Committee received a report that provided details of a path to link A14 interchange into the Orchard Park development. The presenting officer drew attention to the history of the proposed scheme. Funding had originally been approved by Cabinet in 2012 and the former Economy and Environment Committee in 2015 had indicated that should extensive strengthening of the embankment be required or that there was risk of future failure of the embankment then the provision of steps may be the only feasible option. The projected costs to date and funding were highlighted to the Committee that illustrated the ramp option could cost £800k and the current budget was £255k and therefore the ramp option could not be delivered. The proposed scheme would be constructed from concrete and a channel would be provided to allow bicycles to be pushed up and down.

The Chairman invited Councillor David Jenkins to address the Committee. Speaking in support of the scheme Councillor Jenkins, explained that it was is a long standing project that had been presented to Cabinet in 2012 and later, to the Economy and Environment Committee. Orchard Park was something of an island community as it was cut off by the A14 the Guided Busway and Kings Hedges road and therefore suitable access for residents was essential. The scheme provided an advantage to walkers and those that climbed the bank currently. However, the steps did not assist disabled residents although, they were well served by the alternative route along the B1049.

In response to Member questions Councillor Jenkins:

- Confirmed that he had received no representations from disability groups and drew attention to the route that led to the A14/B1049 roundabout that was accessible for people with disabilities and people with prams and pushchairs.

- Explained that although not opposed to a ramp solution in the future, a ramp would destruct a large amount of vegetation and therefore should not be a high priority.

During discussion Members:

- Drew attention to the Equalities Impact Assessment (EQIA) and commented that not all disabilities were the same and should not be treated as such and suggested that the EQIA should be wider in scope.

- Noted the comments of the local Member in supporting the scheme. Although it would not benefit all the community it was well supported.

- Sought clarity regarding £20k that had been allocated to Highways England. It was explained that due to the steepness of the embankment and it supporting a major highway (A14), Highways England involvement was required for survey works.

- Noted the proposed timescales for the project that if approved would begin construction in early 2021 and take around 16 weeks.

It was resolved to:

a) To note the scheme development to date.

b) To approve the delivery of the steps option within the available budget of £255k; and

c) To note that should further funding be made available, the option for provision of a ramp may be explored further.

37. England's Economic Heartland Draft Transport Strategy

Members received a report that set out the consultation on a draft Transport Strategy produced by England's Economic Heartland (EEH) and also sought views regarding a proposal to establish the EEH as a Sub-national Transport Body (STB) on a statutory basis. Members noted the view of the Government and that it was not supportive of the establishment of a further statutory transport body. The Transport Strategy was broadly consistent with the Cambridgeshire and Peterborough Combined Authority's (CPCA) strategy and supported the delivery of infrastructure brought forward by the CPCA. There was also a strong emphasis on climate change and emissions. Officers suggested a broadly supportive response to the consultation with minor suggested amendments.

During the course of discussion Members:

- Requested that reference was made to Wisbech Rail within the consultation response as it was vital to the prosperity of the area and the county as a whole.

- Noted the need for a more joined up approach between regions. Sought clarity regarding the governance arrangements for the STB.

- Welcomed the priority afforded to decarbonisation which was in contrast to Transport East and powers regarding rail franchising.

- Requested that the consultation response was strengthened with regard to the meaningful delegation of powers. Consideration of linking with another STB should only be given if there was similarly strong emphasis and commitment on decarbonisation.

- Requested that the electrification of East/West Rail and maintaining and increasing biodiversity should be included. Officers confirmed that they would include the points made.

- Questioned the need for a further STB and noted that it would be very unlikely that the Government would support the establishment of a further statutory body and therefore the meaningful delegation of powers would become a moot point.

- Welcomed the emphasis placed on the links with eastern counties.

- Noted the comments of the Chairman regarding the engagement that had taken place, in particular regarding East/West Rail.

It was resolved to:

a) Comment on the Draft Transport Strategy; and

b) Approve the draft consultation response for submission as attached at Appendix B and delegate to the Executive Director – Place and Economy, in consultation with the Chair and Vice Chair of the Highways and Transport Committee the authority to make any minor changes prior to submission.

38. Business Planning Proposals for 2021/26 – Opening Update and Overview

The Committee was presented the revised draft business planning proposals for 2021/26. Updated proposals had been circulated to the Committee following revisions to the corporate section of the report relating to the impact of COVID-19.

Presenting the report, officers drew attention to sections 4 and 5 of the report that set the context for the directorate and presented a series of proposals for comment which would then be further developed and presented at the December meeting of the Committee.

Members noted that paragraph 5.2 contained recommended proposals and paragraph 5.3 contained more speculative ideas that could be considered depending on Member feedback. However, it was less clear how they could be delivered and what savings they would bring.

Commenting on the report, Members:

- Drew attention to the IT costs contained at page 7 of the report and sought greater clarity regarding them. Officers undertook to provide further information as to what they were and how they were broken down. ACTION

- Expressed concern regarding potentially reducing winter gritting routes, particularly for rural communities and removing Vehicle Activated Signs (VAS). Officers explained the ambition to move to a more localised approach to winter gritting through a plan to introduce 2 further weather domains that would enable a more targeted approach to gritting. Reducing winter gritting routes would only be considered if Members requested it.

- Noted that the reduction of VAS applied to those signs that were hardwired. Officers explained further that there was a cost associated with signs that had been installed through Local Highways Initiative (LHI) funding and were battery operated. This would be addressed through a business case that was being developed by the team.

- Highlighted the digitisation of drainage data, contained within the suggested proposals at paragraph 5.2 and welcomed the assessment of the innovative system. However, it was vital to ensure that it was robustly monitored and measured. Officers explained that the procurement of the overarching asset management system was at the design phase and requirements were currently being built with IT. Management of drainage would form part of that and therefore it would be preferable to only have one system. However, if that was not possible it was essential that the two systems were compatible.

- Welcomed the proposed budget increase for safety related measures.

- Questioned how school crossings were prioritised. Officers explained that a gap analysis was undertaken through which they were rated red, amber or green (RAG) which established the need for a crossing. Those sites that were rated as a red risk would require alternative measures to be enable safe crossing. It was essential to make the necessary improvements to enable safe crossing otherwise the route would be deemed to be 'unavailable' in terms of education transport and the Council would incur additional cost relating to home to school transport.

- Highlighted the impact of reduced winter gritting on walking and cycling routes and that given the emphasis the Council has placed on achieving modal shift, it was vital people were not discouraged.

It was resolved to:

a) Note the overview and context provided for the 2021-22 to 2025-26 Business Plan.

b) Comment on the draft proposals for H&T Committee set out in section 5.2 and endorse their development; and

c) Comment on which of the proposals in section 5.3 should be developed for consideration should the need arise

39. Service Committee Review of the Draft Capital Programme

Members received the Draft Capital Programme for the Place and Economy Directorate. Attention was drawn to section 5 of the report that related to the Place and Economy Directorate. Members noted that there were not many changes proposed from the current programme. Members also noted the funding arrangements for the A14 that included a £1m yearly contribution for 25 years.

During discussion Members:

- Queried the significant variations contained within the table at paragraph 4.4 of the report. Officers explained that it related to all Cambridgeshire County Council schemes and was based on the phasing of those schemes. Officers undertook to provide further information as to the reasons for the variations contained in the table. ACTION
- Noted that contributions were made through S106 funding, other local authorities and the Cambridgeshire and Peterborough Combined Authority (CPCA).
- Queried the Public Health grant funding. Officers explained that it related in particular to road safety activity and had been previously provided on a rolling basis but had now been transferred directly.

It was resolved to:

a) Note the overview and context provided for the 2021-22 Capital Programme for Place & Economy; and

b) Comment on the draft proposals for Place & Economy's 2021-22 Capital Programme and endorse their development

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

Members noted the following update to the Committee's Agenda Plan:

- Chisolm Trail Project Status Report, moved to December 2020.

It was resolved to note the Agenda Plan.

Chairman

Joint Professional Services Framework

To:	Highways and Transport Committee
Meeting Date:	10 November 2020
From:	Steve Cox, Executive Director, Place & Economy
Electoral division(s):	All
Forward Plan ref:	2020/058
Key decision:	Yes
Outcome:	To inform the Committee of the outcome of the procurement process for the Joint Professional Services Framework and to seek Committee's approval to award contracts to the two preferred bidders.
Recommendation:	The Highways and Transport Committee is asked to: a) Note the procurement process for the Joint Professional Services contract; and b) Approve the award of the framework contracts as set out in the confidential Appendix A.

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1. Background

1.1 On 10th 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 Board to manage the development and procurement of the new arrangements was established in March 2019. The Project Board was chaired by the Assistant Director of Infrastructure and Growth and was attended by representatives from the Greater Cambridge Partnership, the Cambridgeshire and Peterborough Combined Authority and Peterborough City Council and was supported by legal and procurement representatives from LGSS.

1.3 The Project Board oversaw the development of an options appraisal and a market engagement exercise during the spring and summer of 2019. The Project Board 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 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 Work 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

- Policy and Strategy development
- Demand analysis and modelling
- Studies, optioneering and solution development

- Feasibility studies and pre-investment studies
- Transport planning
- Business Case development

Project Delivery Studies
- Project delivery options and strategies
- Project funding options
- Identifying and supporting funding bids
- Strategic financial planning

Consultation and Stakeholders
- Stakeholder engagement
- Public engagement
- Public consultation, surveys and analysis
- Materials for and attendance at exhibitions

Planning and Statutory Services
- Support on Planning Applications
- Support on Public Enquires
- Support on Statutory and non-statutory consultations
- Support on securing consent and approvals from statutory and regulatory bodies
- Property and land services, evaluations and compensation claims

Design services (feasibility, preliminary and detailed)
- Engineering design including civil, structural, mechanical, electrical, geotechnical, rail, signalling, electrification, control systems
- Transport data analysis, UTC, intelligent transport and traffic signal design
- Architectural design
- Landscape architecture and design
- Pre-construction advice (ECI)
- CDM services and health and safety advice

Commercial services
- Cost estimating and project budgeting
- Quantity surveying services
- Project management
- Advice and support on procurement and preparation of tender documents

Surveys and investigations
- Geotechnical and site investigations, tests, studies and interpretations
- Contamination and asbestos surveys
- Topographical and land surveys
- Archaeological surveys and investigations
- Traffic surveys
- Structural investigations and testing
- Air, noise and vibration surveys
- Ecological surveys

Environmental Services

- Advice on the historic built environment
- Archaeological studies
- Environmental services and EIA
- Ecological services
- Energy management
- Climate emergency and carbon reduction
- Hydrology, drainage and flood risk management
- Waste management

Future Mobility Services

- Data analytics and software services
- SMART city solutions
- AI and data architecture

Construction Phase services

- Project management and supervision services
- Quantity surveying
- Post-project evaluation

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).

1.11 The procurement process has now been concluded and the two preferred bidders have been identified.

2. Procurement Process

2.1 The first stage of the process was a submission of a contract notice in the Official Journal of the European Union (OJEU) on 4th December 2019 and published on the 9th 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.

2.2 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.

2.3 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 25th February 2020 to the remaining seven organisations.

2.4 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.

2.5 The tender period had been planned to close on 30th March 2020 but this period was extended until 20th May 2020 to enable all organisations additional time to prepare their tenders as a result of the onset of the Covid-19 pandemic.

2.6 All six of the remaining organisations submitted a Final Tender by 20th May 2020 via the LGSS e-tendering system.

2.7 The tenders comprised two parts: a quality submission and a cost submission.

2.8 The quality submission required written responses to eight questions to demonstrate 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.

2.9 The cost submission required submission of costs for a wide range of professional staff skills and grades that are likely to be required during the course of the framework. The costs were required to be built up from first principles in order to provide transparency of costs, overheads and other recoveries. This level of detail will enable robust cost estimates to be agreed for each Work Order issued under the framework contract.

2.10 The cost and quality submissions were evaluated by independent teams. No cost information was shared with the quality evaluation team until the evaluations had been completed. The evaluation was undertaken by officers and consultants and independently moderated by LGSS Procurement Officers.

2.11 During the evaluation of the cost 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.

2.12 The evaluators raised concerns with one of the bidders, that their bid may be abnormally low or non-compliant. That bid was subject to further detailed analysis and a meeting with the bidder took place on 5th October 2020 where the bidder provided further assurance to the evaluators. Further to that meeting, there was further analysis and advice from LGSS legal and procurement teams which concluded that their bid was compliant and that a satisfactory account was given for the price and costs within, and subsequently all 6 bids were accepted.

2.13 The scores of the 6 bidders for the quality and the cost parts of the submissions were combined to give an overall score. The overall score was calculated on a ratio 30% price to 70% quality.

2.14 The 6 bidders and their scores are provided in a confidential appendix, which cannot be made public due to commercial confidentiality.

2.15 A Committee Decision to Award the contacts as per the recommendations of this report will be subject to a 10 day standstill period known as Alcatel. During this period a challenge can be made to the procurement process and subsequent Award if a bidder can prove that there has been a manifest error in the process.

2.16 At the end of the stand still period the details of the Contract Award 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.

2.17 Further to contract award as proposed in this report, 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 1st February 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 there is always a risk of a challenge. Cambridgeshire County Council has undertaken the procurement process fully compliant with the Public Contract Regulations 2015. The risks of a challenge have been assessed by the Project

Team, Procurement and LGSS legal. It is believed the likelihood of a successful challenge would be low.

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

5.1 There are no source documents.

Lancaster Way Consultation Outcome

To:	Highways & Transport Committee
Meeting Date:	10 November 2020
From:	Steve Cox, Executive Director: Place & Economy.
Electoral division(s):	All in East Cambridgeshire
Forward Plan ref:	Not applicable
Key decision:	No
Outcome:	To provide approval for the revisions to the Lancaster Way roundabout including the addition of a signalised pedestrian crossing of the A142.
Recommendation:	The Committee is asked to: a) Note and comment on the outcome of the public consultation b) Approve the addition of a signalised crossing within the scope of the project and cover this with the Cambridgeshire and Peterborough Combined Authority through a change request.

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1. Background

1.1 Between 27 July and 18 September 2020, Cambridgeshire County Council (CCC) held a public consultation on a scheme to develop the A142/Lancaster Way roundabout in order to unlock further benefits of the measures from the A10/BP roundabout capacity improvements. The BP roundabout, funded by the Combined Authority, has recently been completed and is open for traffic. The project is a priority for the Cambridgeshire and Peterborough Combined Authority (CPCA) and East Cambridgeshire District Council who are funding the scheme.

1.2 This is a vital development to support economic growth within East Cambridgeshire and is expected to generate up to 2,500 jobs, 75% of which are expected to be from the local area. Cambridgeshire County Council agreed with the developer of the local Business Park, to carry out a feasibility study encompassing the A10, BP and Lancaster Way roundabouts to assess the current congestion issues limiting future growth which was completed in October 2018.

1.3 Improvements were designed to reduce congestion and improve capacity to support additional planned development. The design identified that by increasing the approach lanes from one to two lanes, the capacity on the roundabout itself could be increased and therefore see traffic move through the junction more efficiently. These changes include:

- Widening of the road to accommodate two lane entries on the A142 Witchford Road arm of the roundabout.
- On Lancaster Way, the two-lane approach is extended further into the business park.
- Widening the road to accommodate two lane entries on the A142 Witchford Bypass approach.

1.4 The consultation was held to share the details with residents and receive feedback, with the public having the chance to offer comments for consideration on the proposed design.

2. Main Issues

2.1 The questionnaire used for the consultation is attached as Appendix A. This consultation was then advertised and respondents asked to comment via an online survey. Other forms of response, such as detailed written submissions, were also received and have been incorporated into the analysis of the feedback. The online survey included the opportunity for ‘free text’ responses and the analysis of these has been included within the report. Local public bodies and stakeholders also encouraged responses to the survey. Appendix A contains a breakdown of the consultation responses. In total, 200 individuals and 12 stakeholders responded.

2.2 A high level summary of the responses to the consultation is as follows for the individuals who responded:

- Over half of respondents indicated they opposed the proposals (56%);
- Over a quarter of respondents indicated they supported the proposals (28%);
- 16% neither supported nor opposed the proposals;
- At a local level, just under half of respondents who were located with the ‘CB6’ area

indicated they were opposed to the proposals (49%). Just over a third of these respondents supported the proposals (34%). 17% neither supported nor opposed the proposals.

2.3 Further to this, 12 Stakeholders also responded as follows:

- 7 (58%) indicated they either 'opposed' or 'strongly opposed' the proposals;
- 4 (33%) indicated they either 'supported' or 'strongly supported' the proposals;
- 1 (9%) indicated they 'neither supported nor opposed' the proposals

2.4 The final question asked in the consultation related to whether respondents would like to leave a comment on the proposals. 178 of the respondents and all of the stakeholders left comments regarding the proposals. These responses centred on the following themes;

- Impact on cycling and walking. Comments were made that the proposals would have a negative impact on cycling in the area. Some felt that improvements to cycling and walking would be of benefit to the business park. Some also felt that the design did not comply with the Department for Transport's LTN 1/20 guidance, East Cambridgeshire District Council's plans to improve cycling and walking or the Cambridgeshire and Peterborough Combined Authority's Local Transport Plan. The introduction of additional lanes would make the uncontrolled crossing more dangerous for pedestrians and cyclists. Most respondents felt that a signalised or grade separated crossing would solve this issue. Further to this, respondents also indicated they would support the proposals if a form of controlled crossing was included.

- Impact on equestrians. Comments were also received on the lack of equestrian crossing and access at the roundabout and that the extra lanes will decrease the safety for equestrians crossing the arms of the roundabout. Some of the respondents also felt that a Pegasus crossing was needed as part of the proposals.

- Proposals offered no improvements. Comments were received from respondents that felt the proposals were not going to address the congestion issues on the A142. There were also comments received that the impact of the proposals would discourage the use of the Active Travel route and increase the use of personal vehicle usage.

- Construction disruption. Comments were also received that the proposals would cause disruption to the travelling public. No details of how the construction would take place were provided in the consultation. However, the works to improve the A10 / A142 BP Roundabout were in place at the time.

- Historical roundabout design. Comments were also received that referred to an earlier configuration of the roundabout. The roundabout did previously have 2 lane entries, but the proposals consulted on are for a different arrangement to the previous one.

- That it was not needed. Respondents also commented that the proposals were no longer needed and that travel habits had changed, due to the pandemic, and that the costs were not necessary.

2.5 Of all the comments received, the theme of impacting on non-motorised users was the strongest. The comments stating that the proposals are not improving provision for other

users cannot be ignored, especially where the comments received indicate that the situation for non-motorised users would be made worse.

2.6 Therefore, it is suggested that the scheme include a signalised crossing of the A142 eastern arm of the roundabout. This is the existing un-controlled crossing currently in use. By including a signalised crossing within the proposals it is felt that those individuals who made objections on safety grounds would then support the proposals.

2.7 This cost is estimated to be in the region of £100k in addition to the existing budget of £760k. It is proposed that this could come from the savings made on the already delivered A10 / A142 BP Roundabout. This will be covered by a change request submitted to the CPCA.

2.8 In the previous paper presented to the Committee in July 2020, the works were scheduled to commence in January 2021 if the proposals remained as those consulted upon. Due to the inclusion of the signalled crossing the design will need to be revised and a delay of 2 months to the commencement is likely and this will be covered in the change request too.

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

The proposal will improve the flow of traffic and increase the number of jobs in the area and thus improve people's life chances.

3.2 Thriving places for people to live

By facilitating an additional 2,500 jobs, the scheme will increase economic development.

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 scheme will reduce congestion which is highly polluting. By including pedestrian and cycle facilities, it will also encourage these modes of travel.

4. Significant Implications

4.1 Resource Implications
Cambridgeshire and Peterborough Combined Authority are fully funding this scheme which will be delivered by Cambridgeshire County Council.

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 public health concerns regarding the possible reduction in the ability to safely walk and cycle following the improvement proposed, therefore we will work with the Public Health Department to address these concerns as part of the final scheme.

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? To be confirmed
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? To be confirmed
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: Iain Green

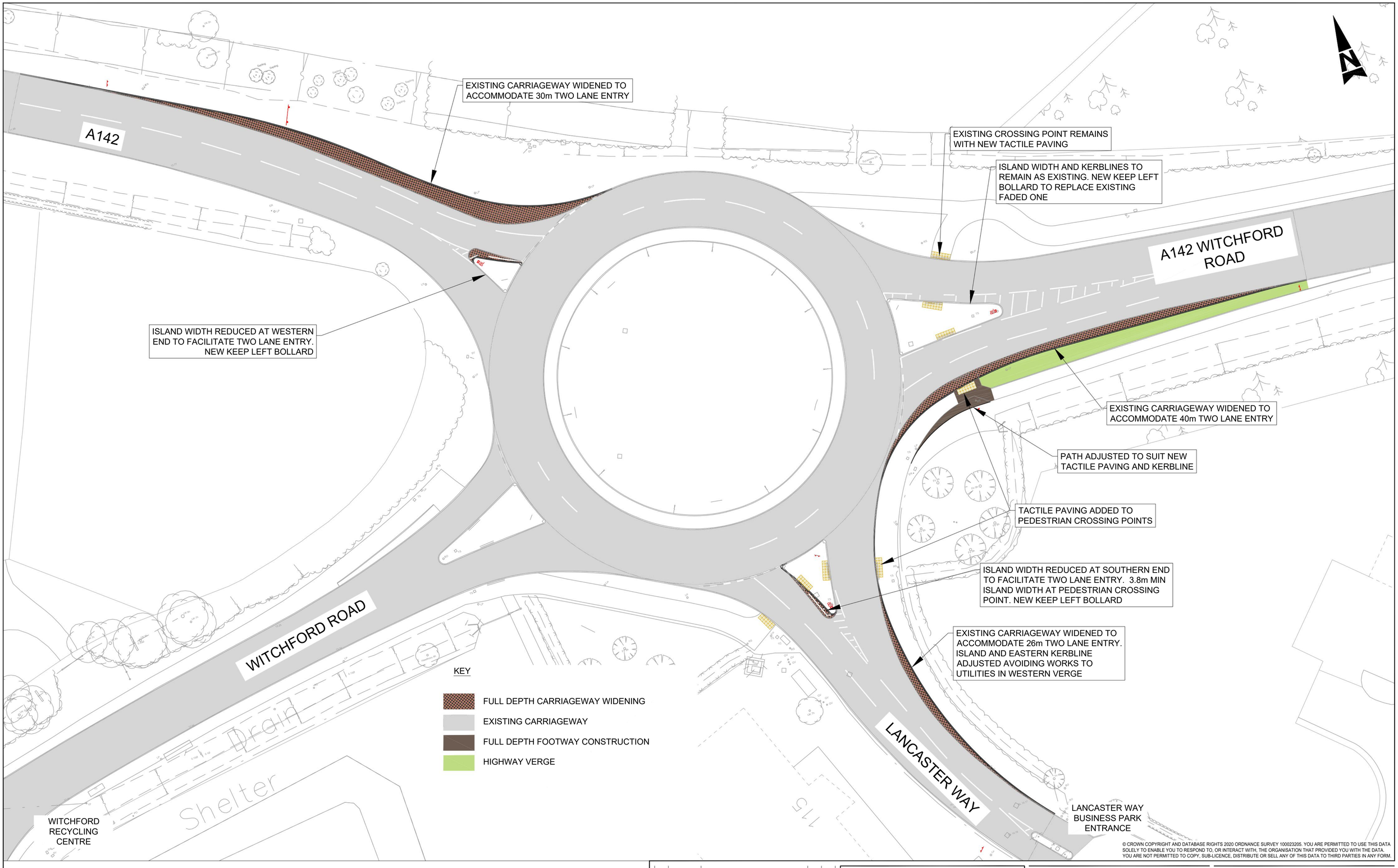
5. Source documents

5.1 Source documents

Appendix A 142/Lancaster Way roundabout: Summary Report of Consultation Findings

Appendix B Lancaster Way Roundabout Consultation Plan. Ref (5020235-SKA-HCP-LW-DR-CH001 P03)

5.2 Location, Room 316, Shire Hall, Cambridge



Rev	Date	Description	Drn	Chkd
P03	23/7/20	SURFACING EXTENTS ADJUSTED	STE	OJB
P02	14/7/20	ADDITIONAL ISLAND LABELS ADDED	STE	OJB

Revisions

Drawing Originator
Cambridgeshire Highways
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Drawing Status
FOR INFORMATION

Title
Original drawing sheet is A1
LANCASTER WAY ROUNDABOUT CONSULTATION PLAN

Project Name
A10/A142 WITCHFORD ROUNDABOUTS

Scale	Drawn by	Checked by	Approved by
1:250	STE	OJB	ES
	Drawn Date	Checked Date	Approved Date
	7/20	7/20	7/20

Drawing Number	Rev
5020235-SKA-HCP-LW-DR-CH-001	P03

File location: \\ukbu.ukroot.net\PUBLIC\Maple_Cross\PUBLIC_HIGHWAYS\GBCBA\HandT\Cambridgeshire Highways\Projects\5020235- A142-A10 Witchford Roundabouts\900 CAD & BIM\910 Drawings\[LW] Lancaster Way RBT\100_HCP Consultation Plans\5020235-SKA-HCP-LW-DR-CH-001-P01.dwg Printed by: Brown, Oliver (IS)

Appendix A

Produced by the Cambridgeshire Research Group

Cambridgeshire County Council

A142/Lancaster Way roundabout: Summary Report of Consultation Findings

Version 0.1

September 2020

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond. All the output of the team and that of our partners is published on our dedicated website www.cambridgeshireinsight.org.uk For more information about the team phone 01223 715300

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Executive Summary

Between 27 July and 18 September 2020, Cambridgeshire County Council (CCC) held a consultation on a scheme to develop the A142/Lancaster Way roundabout in order to unlock further benefits of the measures from the A10/BP roundabout capacity improvements, supported by funding from the Cambridgeshire and Peterborough Combined Authority (CPCA) and East Cambridgeshire District Council.

The key findings of this piece of work are:

- Over half of respondents opposed the proposals.

- A great deal of detailed comments were received. From these it was clear that; there were concerns about the lack of improvements for cyclists, pedestrians, and equestrians, particularly for crossing the roundabout; and concerns that the proposals offered no improvements to congestion in the area.

Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media.

Quantitative data was recorded through a formal consultation questionnaire with 212 complete responses in total recorded. Qualitative feedback was gathered via the questionnaire and via email.

This report summarises the core 212 online and written responses to the consultation survey and the 2 additional written responses received.

Key findings

Support for the proposals

Quantitative

- 198 respondents answered the question on whether they supported the proposals
    - Over half of respondents opposed them (56%)

Qualitative

- Question 4 asked respondents whether they had any additional comments on the proposals. 178 respondents answered this question. The main themes were:
    - Concerns about the lack of improvements for cycling and walking, particularly around crossing the roundabout to access active travel routes
    - Concerns about the impact on equestrian users, particularly due to the lack of improvements for equestrian access and safe crossing of the roundabout
    - Concerns the proposals offered no improvements to congestion in the area
    - Concerns about the potential disruption caused during construction
    - Discussion about the previous roundabout layout
    - About their not being a need for the proposals

Introduction

Background

Capacity improvements are currently underway to the A10/BP roundabout, required as part of the approved Lancaster Way Business Park expansion planning application.

This is a vital development to support economic growth within East Cambridgeshire and expected to generate 2,500+ jobs, 75% will be from the local area. Cambridgeshire County Council agreed to carry out a feasibility study encompassing the A10, BP and Lancaster Way roundabouts to assess the current congestion issues limiting future growth which was completed in October 2018.

This study identified that capacity improvements at the Lancaster Way roundabout would also unlock further benefits of the measures now being constructed at the BP roundabout. The County Council has started to look at what improvements could be made to the Lancaster Way roundabout and the Cambridgeshire and Peterborough Combined Authority and East Cambridgeshire District Council have agreed to provide funding.

Improvements were designed to reduce congestion and improve capacity to support additional planned development. The design identified that by increasing the approach lanes from one to two lanes the capacity on the roundabout itself could be increased and therefore see traffic move through the junction more efficiently. These changes include:

- Widening of the road to accommodate two lane entries on the A142 Witchford Road arm of the roundabout.
- On Lancaster Way, the two-lane approach is extended further into the business park.
- Widening the road to accommodate two lane entries on the A142 Witchford Bypass approach.

The consultation was held to share the details with residents and receive feedback, with the public having the chance to offer comments for consideration on the proposed design.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the A142/Lancaster Way proposals was designed by Cambridgeshire County Council's Major Infrastructure and Delivery Team with input from the County Council's Research and Communications teams. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage;
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups. Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the proposals for the A142/Lancaster Way roundabout design) a 2 page information document was produced and supplemented with additional information available online.

This document explained the proposals and the time-scales to which it was working.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the Cambridgeshire County Council's strategy and the local implications of this.

The main tools for gathering comments were an online survey. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.
Free text responses were examined for respondents' feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.

    - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
    - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
    - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.

- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.

- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.

- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- The final report is then written to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

- A visual check of the raw data show no unusual patterns. There were no large blocks of identical answers submitted at a similar time.

- Date / time stamp of submissions showed no unusual patterns.

- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 200 respondents and 12 stakeholders responded to the consultation survey.

Respondent location

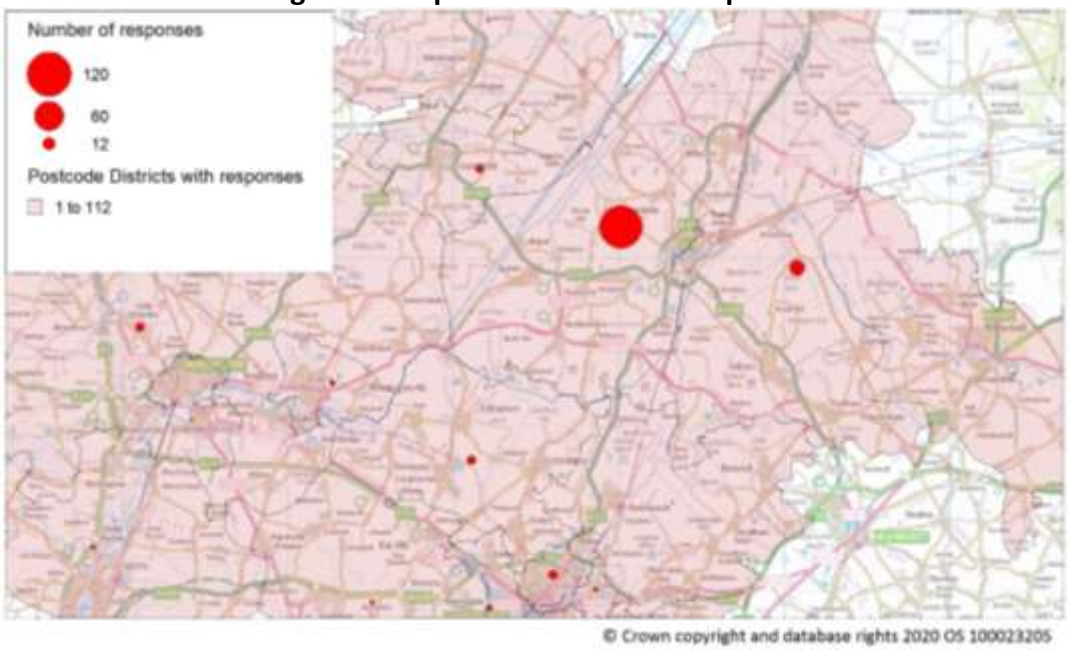
191 respondents and 12 stakeholders entered recognisable postcodes.

Based on the postcode data provided most respondents resided in the CB6, Ely, area (52%).

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by postcode district:

Figure 1: Map to show areas of response



Question 1: Have you read the supporting documentation for the overarching vision for Lancaster Way?

200 respondents answered the question whether they had read the supporting documentation for the overarching vision for Lancaster Way. All of these respondents indicated they had.

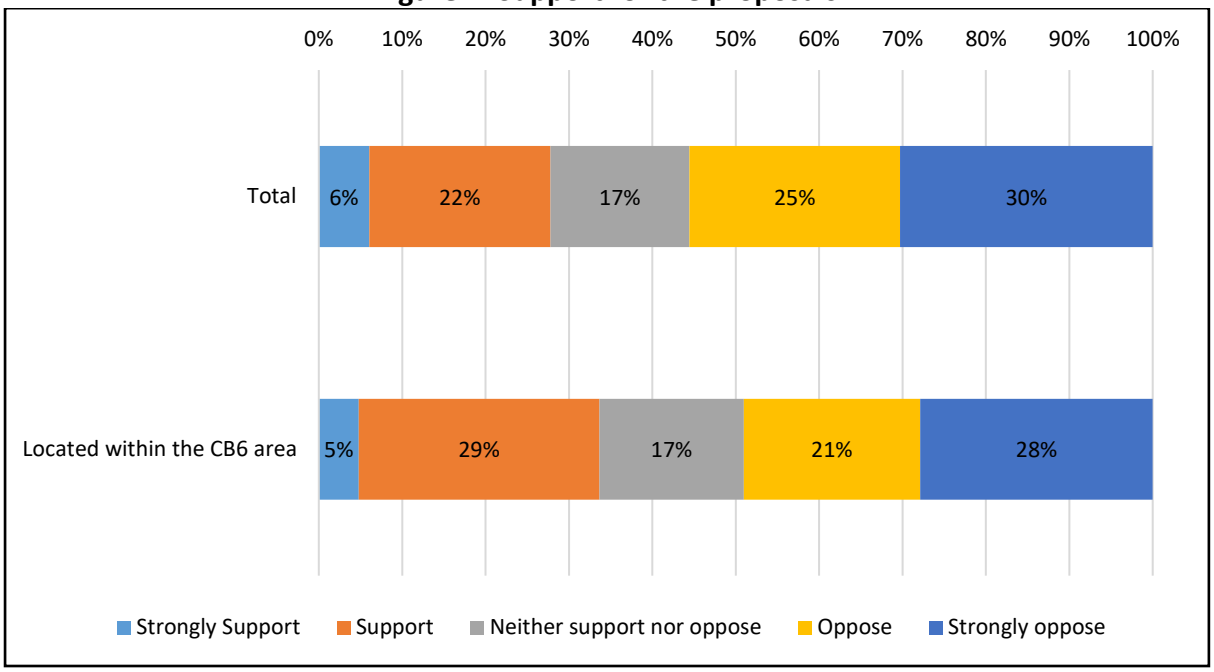
All 12 stakeholders answered this question and indicated they had read the supporting documentation.

Question 3: Overall, do you support the proposals?

[Note: Question 2 asked respondents whether they were responding as 'an individual' or 'on behalf of a group or business, or as an elected representative' (referred to as a stakeholder). Responses have been detailed in the respondent profile.]

198 respondents answered the question on whether the supported the proposals.

Figure 2: Support for the proposals



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Over half of respondents indicated they opposed the proposals (56%)
    - Over a quarter of respondents indicated they supported the proposals (28%)

- Just under half of respondents who were located with the 'CB6' area indicated they were opposed to the proposals (49%)
    - Just over a third of these respondents supported the proposals (34%)

All 12 stakeholders answered this question.

- 7 stakeholders indicated they either 'opposed' or 'strongly opposed' the proposals
    - 5 stakeholders indicated they were 'strongly opposed'

- 4 stakeholders indicated they either 'supported' or 'strongly supported' the proposals
    - 2 indicated they 'supported' and 2 indicated they 'strongly supported'

- 1 stakeholder indicated they 'neither supported nor opposed' the proposals

Question 4: Are there any additional points you would like to make regarding the Lancaster Way proposals?

178 respondents left comments on question 5, which asked if they had any additional comments on the Lancaster Way proposals.

Summary of major themes

Comment Theme	Respondent comments
Impact on cycling and walking	• Respondents who discussed this theme were concerned the proposals would negatively impact on cycling and walking in the area. ○ Most of these respondents were concerned about the lack of cycling and walking improvements involved in the proposals, particularly as the roundabout was part of an active travel route from Witchford to Ely. ▪ Some of these respondents felt cycling and walking improvements, if included as part of the proposals, would be beneficial to the business park ▪ Some of these respondents felt the design was not complaint with local and government guidelines and plans, including; the Department of Transport's LTN 1/20 guidance; East Cambridgeshire District Council's plans to improve cycling and walking infrastructure and Strategic Objective 8 from the April 2015 Local Plan; Cambridgeshire and Peterborough Combined Authority's Local Transport Plan from February 2020 ○ Most of these respondents were concerned the addition of an extra lane entries would make crossing for cycling and pedestrians dangerous as it would reduce visibility and potentially increase

	the speeds at which vehicles could enter and exit the roundabout. ▪ Most of these respondents felt that some form of signal controlled or grade separated crossing would solve this issue o A few of these respondents indicated that they would support the proposals if walking and cycling improvements were included, particularly around crossing the roundabout
Impact on equestrians	• Respondents who discussed this theme were concerned about the lack of improvements to equestrian access, particularly around being able to safely cross the roundabout, and decrease in safety and access for equestrian users from the addition of extra lane entries o Some of these respondents indicated there are two nearby stables that require users to cross the roundabout in order to access public rights of way o Some of these respondents felt that a Pegasus crossing was needed as part of the proposals
Proposals offered no improvements	• Respondents who discussed this theme felt that the proposals would not improve congestion in the area o Most of these respondents felt that congestion was an issue further along the A142 o Some of these respondents indicated that rat running through Witchford was an issue that these proposals could exacerbate o Some of these respondents felt that the lack of improvements to active travel risked increasing the amount of personal vehicle use in the area
Construction disruption	• Respondents who discussed this theme were concerned that there would be increased disruption in the area from constructing the proposals, something some of these respondents indicated was already an issue from the BP roundabout construction o Most of these respondents felt that minimising this should be planned for by only constructing outside of peak times or overnight
Historical roundabout design	• Respondents who discussed this theme indicated this roundabout had previously had dual lane entries which were removed due to safety concerns
Not needed	• Respondents who discussed this theme felt these proposals were not needed o Some of the reasons respondents gave indicated this was due to other projects in the area, concerns over the cost of development, and changes in travel habits resulting in lower vehicle usage

Stakeholders responses

Background

13 responses were received on behalf of a number of different groups or organisations.

Anatec Ltd
British Horse Society
Camcycle
Cllr Lorna Dupré
Ely Cycling Campaign
Fen Isles Countryside Access Group
G & J Peck Ltd
Irvine Knight ICT Solutions Ltd
Richard Designs Limited (Unit 115 Lancaster Way Business Park)
Swavesey & District Bridleways Association (BHS-affiliated local bridleway group)
The Stock Shop Ltd
Witcham Equestrian Centre
Witchford Parish Council

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received. Stakeholders' comments on question 5 have been treated separately and have been addressed below, along with all additional stakeholder correspondence received.

Summary of major themes

Impact on cycling and walking	• Stakeholders who discussed this theme were concerned the proposals would negatively impact on cycling and walking in the area. Stakeholders were concerned the addition of an extra lane entries would make crossing for cycling and pedestrians dangerous as it would reduce visibility and potentially increase the speeds at which vehicles could enter and exit the roundabout. ○ Some of these stakeholders felt the design was not complaint with local and government guidelines and plans, including; the Department of Transport's LTN 1/20 guidance; East Cambridgeshire District Council's Strategic Objective 8 from the April 2015 Local Plan; Cambridgeshire and Peterborough Combined Authority's Local Transport Plan from February 2020; and the National Planning Policy Framework
Impact on equestrians	• Stakeholders who discussed this theme were concerned about the lack of improvements to equestrian access, particularly around being able to safely cross the roundabout, and decrease in safety and access for equestrian users from the addition of extra lane entries

	and potential increase in traffic speeds. These stakeholders indicated there are two nearby stables that require users to cross the roundabout in order to access public rights of way.
Proposals offered no improvements	• Stakeholders who discussed this theme felt that the proposals would not improve congestion in the area. ○ Some stakeholders felt that increasing road capacity and not improving cycling and walking infrastructure would attract more personal vehicle use in the area

Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme

To:	Highways and Transport Committee
Meeting Date:	10 November 2020
From:	Steve Cox, Executive Director - Place and Economy
Electoral division(s):	Ely North, Ely South, Littleport, Sutton, Soham North and Isleham, Southam South and Haddenham, Burwell, Woodditton
Forward Plan ref:	Not applicable
Key decision:	No
Outcome:	To Agree the County Council's response the Network Rail Consultation on the Ely Area Capacity Enhancement Scheme Consultation
Recommendation:	Committee is recommended to:

a) Note and comment on the proposed response to Network Rail Consultation on the Ely Area Capacity Enhancement Scheme Consultation as set out in Appendix A;
b) Agree the response to be submitted to Network Rail at the close of this meeting.
c) Delegate the agreement of any minor changes to the response to the Executive Director, Place and Economy in consultation with the Chair and Vice Chair of the Highways and Transport Committee.

Officer contact:
Name: Jack Eagle
Post: Principle Transport and Infrastructure Officer
Email: Jack.Eagle@cambridgeshire.gov.uk
Tel: 01223 703269

Member contacts:
Names: Councillors
Post: Chair, Highways and Transport Committee
Email: ian.bates@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 Network Rail are currently consulting over plans to increase rail capacity in the Ely area. The scheme is known as Ely Area Capacity Enhancement (EACE).

1.2 Network Rail stated the aims of the first round public consultation as being:

- An opportunity for people to learn more about the EACE programme and provide an opportunity for local communities to understand:
  - The aspiration are to increase capacity
  - The challenges that will have to be addressed to increase capacity
  - How the public will be consulted as options are progressed
  - The current funding position

1.3 The consultation materials are available online: https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/ely-area-capacity-enhancement-scheme

2. Main Issues

2.1 Network Rail state that the "(EACE) programme is a proposal to upgrade the railway to allow more trains to run through Ely. The aim is to improve connectivity and reliability for passenger services and meet the demand for more rail freight between the Port of Felixstowe, the West Midlands and the North to support sustainable, long-term economic growth."

2.2 The consultation documents provide details to the challenges of increasing rail capacity in the Ely Area and also details the elements of the scheme:

- removing existing speed restrictions across key bridges to allow trains to run more efficiently
- remodelling the track layout at Ely station to accommodate more train services
- modifying Ely station platforms to accommodate more train services
- remodelling the track layout at Ely North Junction to allow more trains per hour to pass through safely and efficiently
- upgrading the signalling system in line with any changes to the track layout
- upgrading or closing existing level crossings while maintaining connectivity of the road network.

2.3 The consultation documents state how Network Rail want to work with the local community, local stakeholders and statutory bodies to better understand the areas they are working in.

2.4 Network Rail also outline the authorisation process they are planning to go through subject to funding being available.

"To improve rail capacity, it is likely that we will need to undertake work on railway land and beyond the existing boundary of Network Rail.

Works required within the railway boundary are likely to be undertaken using Network Rail's permitted development rights.

However, where we propose to use land or build outside of these boundaries, we will need to prepare a Transport and Works Act Order (TWAO) application for submission to the Secretary of State for Transport to obtain the necessary consent.

We will need to prepare a detailed Environmental Impact Assessment (EIA) of the proposals to identify potential significant impacts on the environment and local communities as a result of the construction of the scheme and operation of the upgraded railway.

Completing this work will also help to identify mitigation measures to address construction and operational impacts.

The findings of the assessment will be presented in an Environmental Statement and Non-Technical Summary that will (subject to funding) be submitted with our application for a Transport and Works Act Order."

2.5 This consultation also sets out Network Rail's proposed consultation timeline:

- Autumn 2020 public engagement about the EACE programme (this current engagement)
- Early 2021 Public consultation on Ely south area (currently funded)
- Summer/Autumn 2021 Public consultation on the options in the rest of the Ely area
- Autumn/Winter 2022 preferred options with the EACE programme (currently unfunded)
- Winter/Spring 2023 TWAO submitted (currently unfunded)
- Autumn winter 2024 TWAO decision (currently unfunded)

2.6 On the 8 February 2018 the Economy and Environment Committee at the County Council considered a report on a traffic study carried out in Queen Adelaide. https://cambridgeshire.cmis.uk.com/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/678/Committee/5/Default.aspx

The Committee resolved to:

a) Note the proposals for wider regional and national benefits, of increased rail capacity through Ely North Junction;
b) Note the potential impact on the whole community, residents and local businesses of increased frequency and duration of level crossing closures;
c) Agree to oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local businesses until alternative solutions are put in place;
d) Note the intention to explore opportunities with the Cambridgeshire and Peterborough Combined Authority to fund the options development for a road and / or rail solution and;
e) Agree to continue to work with the Combined Authority, Network Rail and the Ely Area Task Force to develop a comprehensive solution that meets the needs of all

Cambridgeshire residents and in particular the communities of Queen Adelaide, Prickwillow and Ely.

2.7 These resolutions will form the basis of the consultation response.
Another key element of the consultation response is the requirement for a greater number of additional train paths to be created by the EACE improvement scheme. Currently the proposals for increased passenger service appear to only cater for current outstanding franchise commitments. It is vital that the number of paths created by EACE fully caters fully for future demand.

2.8 The proposed consultation response is detailed in Appendix A

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:

- An increase in freight on rail would lead to a better quality of life due to a reduction in road notice and transport related emissions
- An increase in passenger rail service would have the benefits of improving access to key services and also reduce road transport related emissions.
- It is likely that the scheme could impact on residents and business in the Queen Adelaide area. The proposed response highlights the County Council's position to oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local businesses until alternative solutions are put in place.

3.2 Thriving places for people to live

The report above sets out the implications for this priority in paragraph 3.1

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 report above sets out the implications for this priority in paragraph 3.1

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. Network Rail will be responsible for all the procurement of this project and Network Rail is a sole supplier leading this work.

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. All Local Members were emailed a draft of this report and comments received were used to update it.

4.7 Public Health Implications

There is a requirement that the Public Health Team are involved in the scoping of the Environmental Impact Assessment to ensure the health impacts are adequately addressed and mitigated.

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 Source documents

Network Rail's consultation documents: https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/ely-area-capacity-enhancement-scheme and https://elyareacapacity.com/

Minutes of Economy and Environment Committee held on 8 February 2018: https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=ezJtmaZaQGE%2bt9YmDhmJLiyvD6Ldq7OeKi9s3ys4btJcqBz7BHmhbw%3d%3d&rUzwRPf%2bZ3zd4E7Ikn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPlIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d

Queen Adelaide Traffic Study Report presented to Economy and Environment Committee held on 8 February 2018
https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4

zNRBcoShgo=%2fNXM3pn1khRyHWq41BTZngmdKcr7ikJxxeHha6U3P4uDLAKpHc%2fNiA%3d%3d&rUzwRPf%2bZ3zd4E7Ikn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPlIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d

5.2 Location

Reports are available online weblinks provided in section 5.1

Appendix A:

Proposed Response to Network Rail's Consultation on the Ely Area Capacity Enhancement Scheme.

Network Rail's consultation asks a number of questions so the response has been laid out in this way.

1	What is your name?
	This response is submitted from Cambridgeshire County Council and was approved by the Highways and Transport Committee held on the 10 November 2020
2	What is your email address?
	Transport.Plan@Cambridgeshire.gov.uk and Jack.Eagle@Cambridgeshire.gov.uk
3	Postcode (to identify concerns/opportunities by location)
	Not applicable
4	How do you feel about our proposal to increase the capacity for passenger and freight rail services through the Ely area?
	Strongly support, support, undecided, Do not support, Strongly do not support
	Please give a reason for your choice
	Please note that this strong support is caveated on the basis that the County Council will oppose any measures that restrict traffic flow (including but not limited to motorists, pedestrians, cyclists and equestrians) across the level crossings to the detriment of residents and local businesses in Queen Adelaide, Prickwillow and surrounding area until alternative solutions are put in place. Cambridgeshire County Council is strongly committed to increases in both passenger and freight rail service and improvement in the Ely area will allow for these service to come forwards. Increasing both freight and passenger services is in line with many of the County Councils objectives such as reducing carbon emissions, improving air quality, creating better access to services and delivery of housing growth. It should be noted that the County Council's Economy and Environment Committee resolved on the 8 February 2018: to Note the proposals for wider regional and national benefits, of increased rail capacity through Ely North Junction. However, it should be noted that the protection of the communities of Queen Adelaide and Prickwillow MUST be at the forefront of any considerations, this is referred to later in our response. We understand the scope of works of the EACE is much wider than Ely and the surrounding area and involves a large number of level crossings. The County Council will need to be fully involved as proposals for improvements at all level crossings are developed. To ensure that

the needs of residents, business and other crossing users are fully considered and addressed in any new proposals.

Capacity provided by EACE

It is vital however that the additional capacity proposed through the EACE scheme is enough to cater for future demand. It is not clear from the current consultation material how many train paths are currently available through the Ely area and what the proposals are for the future. It is vital that a large range of stakeholders including but not limited to the County Council and the Cambridgeshire and Peterborough Combined Authority are involved in these discussion. It appears that there has been no work carried out to investigate what future train paths may be required. This piece of work is required urgently.

Moreover it is important to note that the County Council is strongly supportive of the CPCA led project of Wisbech Rail reconnection and it is vital that train paths through Ely are provided for this service.

From the material in this consultation it is not clear how future aspirations for passenger rail services are going to be catered for by the EACE scheme. From the material presented it appears that only current outstanding franchise commitments will be delivered.

Given the significant funding that local funders have provided to this project, £9.3m funding from the Cambridgeshire and Peterborough Combined Authority, New Anglia Local Enterprise Partnership (LEP) and the Strategic Freight Network. Network Rail has secured £13.1m funding from the Department for Transport. This total level of funding £22.4m is close to the original total capital cost for the scheme[1]. It is vitally important that EACE caters for the full future demand of rail capacity in the Ely area and not just the existing outstanding franchise commitments. Given the likely disruption and the 'once in a lifetime' nature of EACE it really does need to capture for the long term needs of rail capacity through the Ely area.

Increases in passenger services relevant to the EACE that the County Council wishes to see and are required to ensure future sustainable development are outlined below:

- Increases in frequency of Kings Cross-Cambridge-Ely-King Lynn service to half hourly (current undelivered franchise commitment)
- Increase in frequency of Ipswich to Peterborough Service current undelivered (franchise commitment)
- Increases in frequency of Norwich to Cambridge service to half hourly- currently hourly
- Increase in frequency of Birmingham New Street to Stansted Airport service (Cross Country) to half hourly. (Possibly only between Birmingham and Cambridge for additional trains).
- Half hourly service between Cambridge and Stansted Airport. Outputs sought:
    - Either by improving frequency of Birmingham New Street to Stansted Airport service to half hourly, or
    - Extension of Norwich to Cambridge service to Stansted Airport hourly.

[1] https://www.newcivilengineer.com/latest/ely-rail-upgrade-could-cost-20-times-more-than-original-proposal-network-rail-confirms-22-09-2020/

- Improved reliability / frequency of direct services between Cambridge and Peterborough. Outputs sought:
    - Ideally by improving the frequency of the Birmingham New Street to Stansted Airport service to half hourly, and improving the reliability of that service.
    - Alternatively, by provision of a new hourly service.
- Additional services to stop at Whittlesea and Manea. Outputs sought:
    - At least hourly stopping pattern in each direction throughout the day at Whittlesea
    - At least two hourly stopping pattern in each direction throughout the day at Manea.
- Increase capacity for a Wisbech to Cambridge service.

The benefits that would be created by delivering the above train services are numerous and are detailed by a number of studies and reports that are available. A report produced by Mott MacDonald[2] highlights the wider economic benefits of EACE. It is vital that this are considered as Network Rail develop the business case. The report estimates "show that increased connectivity in the station settlements may lead to a range of primary benefits which in total amounts to £119,700,000 over the 60 year appraisals period". These are summarised in more detail as:

WITA-Wider Agglomeration impacts results for Core 60-year appraisal 2016 prices

Element	Amount
Manufacturing	£2.5m
Construction	£2.4m
Consumer services	£8.9m
Producer services	£32.9m
Labour supply impact	£11.3m
Move to more productive jobs	£39.5m
Reducing spatial inequality	£22.2m
Total Primary Benefits	£119.7m

There are further secondary indirect benefits which are less direct and attribution is less tangible such as potential for 1,080 new dwelling, £104m property value uplift, 1,080 jobs around stations settlements, £44m GVA p.a. It should be noted that this work was based on the following rail service improvements: Ipswich to Peterborough becoming hourly and both the Kings Lynn to London and Norwich to Cambridge services become half hourly. If more train paths were enabled by the EACE these benefits would increase.

It is therefore vital that Network Rail urgently confirm the number of train paths that will be created by EACE scheme and secondly ensure that all future demand is catered for by the scheme. Currently the County Council does not believe this is the case and therefore demands an urgent conversation with both Network Rail and the Department for Transport.

[2] Ely Area Capacity Enhancement Wider Economic Benefits January 2017 Mott MacDonald all prices 2016.

Impact on Local Community

Given the likely changes needed to level crossings in the Queen Adelaide Area it is vital to take account Cambridgeshire County Council's position as resolved at the Economy and Environment Committee 8 February 2018.
b) Note the potential impact on the whole community, residents and local businesses of increased frequency and duration of level crossing closures; c) Agree to oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local businesses until alternative solutions are put in place.

It is vital that the communities and businesses affected by the EACE are fully engaged and consulted as the proposals move forwards. In particular these are the areas of Queen Adelaide and Prickwillow, but all affected will need to be fully involved.

The County Council's position is that it will oppose any measures that restrict traffic flow across the level crossing to the detriment of residents and local business until a suitable alternative solution is put in place. As noted below there is also a need to consider accessibility for pedestrians, cyclists and equestrians as well as those with reduce mobility in the Queen Adelaide area and their needs have to be catered for.

Highways Authority Role

As the Highways Authority the County Council will also have to be fully engaged. As it is likely that proposals will affect highways, various teams at the County Council will have to be involved and there will be a requirement for Network Rail to cover costs through this process.

Team included but are not limited to are:

- Asset Management
- Transport Management
- Transport Strategy
- Transport Assessment
- Rights of Way
- Bridges
- Historic Environment Archaeology
- Street lighting
- Floods and Water
- Traffic signals (if applicable)

There is also a need to consider accessibility for pedestrians, cyclists and equestrians as well as those with reduced mobility in the Queen Adelaide area and their needs have to be catered for. Through negotiation and in accordance with its Rights of Way Improvement Plan, the County Council will seek to protect and, where possible, achieve enhancements to the public right of way and non-motorised user network in the affected area. The County Council will be pleased to enter discussions with Network Rail to secure positive outcomes for local residents and rights of way user groups affected by the scheme.

As Highway Authority, the County Council will require that it is consulted upon any changes to the existing highway network. If there are any resultant increased highways maintenance liabilities imposed upon the Council as a result of changes to the existing highway network or

	the adoption of new highways infrastructure, the Council will require appropriate compensations, via the provision of commuted sums and/or other means. It is key that funding for the construction of the scheme is gained and confirmed as soon as possible so that the scheme can be constructed and the benefits of it gained as soon as possible. The timescales layout in the consultation materials are not ambitious enough and need to be reconsidered. It should be noted that the scheme was previously confirmed for delivery before the Hendy review in 2016. Public Health Implications There is a requirement that the Public Health Team are involved in the scoping of the Environmental Impact Assessment to ensure the health impacts are adequately addressed and mitigated.
5	How do you feel about our public consultation proposals?
	Strongly support, support, undecided, Do not support, Strongly do not support
	Please give a reason for your choice
	There is a clear consultation and engagement plan presented. As long as the engagement continues and the local communities and business affected are fully engaged the County Council is happy with the plan for consultation. The County Council is assuming that Network Rail has followed the correct guidance and law related to the consultation process. Any information that is likely to directly to impact on Cambridgeshire residents should be shared as soon as possible. It is recommended that details on the proposals for the Queen Adelaide area are shared as soon as possible. If the EACE scheme delivery is accelerated as desired there will be a need to review to consultation plan to make sure this is taken account off. As outlined in response to question 4 above the number of train paths created by EACE is not clear. It would help with engagement and consultation if this could be clearly provided as the benefits to the scheme have yet to be clearly presented to the public.
6	How do you feel about the factors that we propose to use to help inform identification of the preferred options? Strongly support, support, undecided, Do not support, Strongly do not support
	Please give a reason for your choice
	The consultation material highlights the key areas that need to be taken account of when developing any major construction project. The Local Community element could feature more prominently. There are clear processes laid out by the Department for Transport and Treasury for development of schemes and the County Council is assuming that Network Rail has followed these correctly.

7	Do you have any further comments or other ideas for the Ely area capacity enhancement programme?
	The County Council would like to thank Network Rail for the opportunity to comment on the EACE scheme. The key elements of the response can be summarised as: • The County Council is strongly supportive of increased rail capacity in the Ely area, it should be noted that this support is caveated on the basis that the County Council will oppose any measures that restrict traffic flow across the level crossings to the detriment of residents and local businesses business in Queen Adelaide, Prickwillow and surrounding area until alternative solutions are put in place. • The need for EACE to deliver a higher number of train paths for both passenger and freight services and for Network Rail to present these clearly to stakeholders • The need for the EACE scheme to be accelerated so the benefits can be realised as soon as possible • The need to engage with different teams within CCC as the detail develops for proposals that affect the Highway Network The County Council looks forward to working with Network Rail going forwards to deliver this vital scheme.

Agenda Item No: 8

Finance Monitoring Report – September 2020

To:	Highways and Transport Committee
Meeting Date:	10th November 2020
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:	The Committee is asked to consider the financial position as at the end of September, and request to General Purposes Committee that the additional 2020/21 Highway Maintenance Allocation Potholes Fund of £4.1m from Central Government be spent on resurfacing schemes in accordance with the County Council's approved asset management strategy.
Recommendation:	The Committee is asked to:- (a) review, note and comment upon the report (b) confirm to General Purposes Committee support for the allocation of the additional £4.1m grant to be used for resurfacing schemes.

Officer contact:
Name: Sarah Heywood
Post: Strategic Finance Manager
Email: sarah.heywood@cambridgeshire.gov.uk
Tel: 01223 699714

Member contacts:
Names: Councillors Bates and Howell
Post: Chairman and Vice-Chairman
Email: ian.bates@cambridgeshire.gov.uk
mark.howell@cambridgeshire.gov.uk
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 Services Finance Monitoring Report for 2020/21 as at the end of September 2020. Place and Economy as a whole is forecasting a bottom line revenue overspend of £3.3m.

2.2 £4.4m of forecast pressures are 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. Offsetting the Covid-19 pressures is a £1m underspend on street lighting from a negotiated contract settlement relating to penalties during the Private Finance Initiative (PFI) contract implementation period.

2.3 Capital: Central Government has allocated Cambridgeshire County Council £4.1m more of Highway Maintenance grant than was assumed in the Business Plan, which subject to the support of Highways and Transport Committee and approval by General Purposes Committee will be spent on resurfacing schemes across the county in accordance with the County Council's approved Asset Management Strategy.

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 September 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 & Economy Services

Finance Monitoring Report – September 2020

1. Summary

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Red	Income and Expenditure	Balanced year end position	**Red**	2
Green	Capital Programme	Remain within overall resources	**Green**	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 (September) £000	Forecast Variance - Outturn (September) %
0	Executive Director	676	285	0	0
+2,493	Highways	22,985	9,321	+2,189	+10
0	Passenger Transport	7,307	2,788	-39	0
+1,152	Environmental & Commercial Services	38,926	10,539	+1,122	+3
+1	Infrastructure & Growth	3,750	1,378	+1	0
0	External Grants	-17,230	-5,420	0	0
3,645	**Total**	**56,414**	**18,891**	**3,272**	**6**

The service level budgetary control report for September 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
685	Waste additional costs	710
3,291	Parking Operations loss of income	2,959
223	Park & Ride loss of Income	152
468	Traffic Management loss of income	464
173	Planning Fee loss of Income including archaeological income	91
46	Highways Asset Management loss of income	46
4,886	**Total Expenditure**	**4,422**

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 August 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 quarter 1 was higher than originally forecast and will increase recycling credit payments to the city and district councils by £360,000 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 as residents continue to dispose of waste at the HRCs that was stored while the sites were closed. 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 £971,000.

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

The County Council has been allocated an additional £4.1m on top of the originally budgeted £6m from Department for Transport as part of the Pothole Grant Funding. Subject to approval from General Purposes Committee, the additional 2020/21 Highway maintenance allocation of £4.1m from Central Government will be spent on resurfacing schemes in accordance with the county council's approved asset management strategy. The additional funding will be built into the budgets once approved by GPC.

Expenditure

No significant issues to report this month.

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. We have also received the second tranche of £1,674,677 but 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 September 2020 £000's	Forecast Outturn £000's	Forecast Outturn Variance %
	Executive Director				
-0	Executive Director	676	285	-0	0%
-0	**Executive Director Total**	**676**	**285**	**-0**	**0%**
	Highways				
-0	Asst Dir - Highways	160	79	-0	0%
-0	Local Infrastructure Maintenance and Improvement	9,110	3,851	97	1%
53	Traffic Management	-185	60	58	31%
13	Road Safety	474	300	-0	0%
-1,086	Street Lighting	10,302	3,882	-1,086	-11%
-0	Highways Asset Management	453	165	6	1%
3,291	Parking Enforcement	0	235	2,959	0%
-0	Winter Maintenance	2,664	219	-0	0%
223	Bus Operations including Park & Ride	7	529	156	2197%
2,493	**Highways Total**	**22,985**	**9,321**	**2,189**	**10%**
	Passenger Transport				
-0	Community Transport	2,644	1,288	-124	-5%
0	Concessionary Fares	4,663	1,500	85	2%
-0	**Passenger Transport Total**	**7,307**	**2,788**	**-39**	**-1%**
	Environmental & Commercial Services				
93	County Planning, Minerals & Waste	376	79	90	24%
97	Historic Environment	63	144	68	108%
4	Flood Risk Management	397	115	5	1%
0	Energy Projects Director	32	-363	0	0%
-12	Energy Programme Manager	115	57	-12	-10%
970	Waste Management	37,943	10,507	971	3%
1,152	**Environmental & Commercial Services Total**	**38,926**	**10,539**	**1,122**	**3%**
	Infrastructure & Growth				
0	Asst Dir - Infrastructure & Growth	162	80	0	0%
0	Major Infrastructure Delivery	3,014	1,040	0	0%
0	Transport Strategy and Policy	33	72	0	0%
1	Growth & Development	540	321	1	0%
0	Highways Development Management	0	-135	0	0%
1	**Infrastructure & Growth Total**	**3,750**	**1,378**	**1**	**0%**
3,645	**Total**	**73,643**	**24,311**	**3,272**	**4%**

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.

Street Lighting

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,302	3,882	-1,086	-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	235	+2,959	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	529	+156	+2,197

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 %
376	79	+90	+24

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

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
63	144	+68	+108

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

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
37,943	10,507	+971	+3

The tonnage of waste collected at the kerbside up to the end of August 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 quarter 1 was higher than originally forecast that will increase recycling credit payments to the city and district councils by £360,000 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 as residents continue to dispose of waste at the HRCs that was stored while the sites were closed. 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 £971,000.

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	15,516
Emergency Active Travel – 1st 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
Total Grants 2020/21		**17,230**

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)	-16	
Current Budget 2020/21	**56,414**	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2020 £'000	Movement within Year £'000	Balance at 30th September 2020 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
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	0	
Streetworks Permit scheme	131	0	131	100	
Highways Commuted Sums	860	(83)	777	800	
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
Travel to Work	197	0	197	180	Partnership accounts, not solely CCC
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	0	
Other earmarked reserves under £30k	138	(15)	123	0	
Sub total	**4,669**	**(98)**	**4,571**	**1,312**	
Capital Reserves					
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	
Sub total	**5,024**	**7**	**5,031**	**0**	
TOTAL	**9,693**	**(91)**	**9,602**	**1,312**	

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 (September) £'000	Forecast Spend - Outturn (September) £'000	Forecast Variance - Outturn (September) £'000
		Integrated Transport				
421	200	- Major Scheme Development & Delivery	421	33	421	0
1,158	882	- Local Infrastructure Improvements	1,158	385	1,158	0
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	65	422	0
449	345	- Strategy and Scheme Development work	449	187	471	22
		Delivering the Transport Strategy Aims				
2,501	1,243	- Highway schemes	2,501	102	2,501	0
		- Cycling schemes				
200	0	- Fenstanton to Busway	200	5	183	-17
180	0	- Dry Drayton to NMU	152	5	152	0
400	58	- Hardwick Path Widening	196	25	196	0
930	0	- Bar Hill to Longstanton	60	7	60	0
450	0	- Girton to Oakington	200	-1	200	0
16	0	- Arbury Road	12	0	12	0
991	0	- Papworth to Cambourne	891	54	891	0
678	0	- Wood Green to Godmanchester	678	0	678	0
150	0	- Busway to Science Park	15	1	0	-15
79	45	- Other Cycling schemes	79	7	79	0
23	23	- Air Quality Monitoring	23	18	23	0
25,000	1,000	- A14	1,000	0	1,000	0
		Operating the Network				
0	0	Carriageway & Footway Maintenance incl Cycle Paths	0	0	0	0
740	740	- Countywide Safety Fencing renewals	740	2	740	0
1,590	1,590	- Countywide Retread programme	1,590	322	1,590	0
500	500	- Countywide F'Way Slurry Seal programme	500	161	500	0
3,696	3,696	- Countywide Surface Dressing programme	3,696	2,486	3,696	0
992	992	- Countywide Prep patching for Surface - Dressing programme	992	118	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	3,371	965	3,424	53
140	140	Rights of Way	140	53	140	0
		Bridge Strengthening				
437	437	- St Ives Flood Arches	437	0	437	0
2,769	2,127	- Other	2,769	836	2,769	0
1,736	850	Traffic Signal Replacement	1,736	374	1,748	12
200	200	Smarter Travel Management - Int Highways Man Centre	200	51	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	40	165	0
		Highway Services				
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 (September) £'000	Forecast Spend - Outturn (September) £'000	Forecast Variance - Outturn (September) £'000
500	500	- B660 Holme, Long Drove C/way resurface/strengthen	500	0	500	0
900	900	- B1382 Prickwillow Pudney Hill Road Carriageway	900	0	900	0
550	550	- B198 Wisbech, Cromwell Road Carriageway	550	0	550	0
80,627	1,511	- Highways Maintenance (£90m) schemes under £500K	2,263	615	2,213	-50
0	0	Pothole grant funding	0	547	0	0
500	500	- C198 Girton, Cambridge Road Carriageway	500	0	500	0
890	890	- A1198 Caxton / Papworth Everard / Papworth St Agnes / Hilton	890	465	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	96	3,000	0
810	810	- Pothole funding schemes under £500K	810	-14	810	0
146	0	- Safer Roads Fund	10	54	54	44
		Environment & Commercial Services				
11,064	2,763	- Waste Infrastructure	150	30	150	0
680	0	- Northstowe Heritage Centre	596	72	596	0
1,000	146	- Energy Efficiency Fund	422	0	422	0
		Infrastructure & Growth Services				
9,116	0	- Huntingdon - West of Town Centre Link Road	4	10	10	6
49,000	0	- Ely Crossing	147	-1,504	147	0
149,791	0	- Guided Busway	6	13	13	7
0	0	- Cambridge Cycling Infrastructure	37	19	37	0
1,975	0	- Fendon Road Roundabout	996	625	995	-1
350	0	- Ring Fort Path	265	18	265	0
1,200	0	- St Neots Northern Footway and Cycle Bridge	30	3	8	-22
4,850	0	- Chesterton - Abbey Bridge	2,490	239	2,490	0
33,500	3,020	- King's Dyke	10,400	2,749	9,758	-642
94	0	- Emergency Active Fund	427	71	425	-2
2,529	0	- Lancaster Way	2,307	536	2,328	21
1,000	0	- Scheme Development for Highways Initiatives	377	47	65	-312
150	0	- A14	0	162	0	0
22	0	- Other schemes	37	15	39	2
1,395	0	- Combined Authority Schemes	1,325	850	1,464	139
11,682	0	- Wisbech Town Centre Access Study	3,641	438	3,641	0
280	0	- A505	280	157	104	-176
2,818	0	- Coldham's Lane Roundabout	406	81	406	0
	243	Capitalisation of Interest	243	0	243	0
424,137	**35,453**		**62,136**	**12,706**	**61,205**	**-931**
	-12,043	Capital Programme variations	-12,043	0	-11,112	931
	23,410	**Total including Capital Programme variations**	**50,093**	**12,706**	**50,093**	**0**

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

- Fendon Road Roundabout

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (Sept) £'000	Forecast Spend - Outturn Variance (Sept) £'000	Variance Last Month (Aug) £'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 7th 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 (Sept) £'000	Forecast Spend - Outturn Variance (Sept) £'000	Variance Last Month (Aug) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,490	2,490	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

Further details will be reported as soon as the impact of the above issues are fully understood and are therefore able to be quantified.

- King’s Dyke

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (Sept) £'000	Forecast Spend - Outturn Variance (Sept) £'000	Variance Last Month (Aug) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
10,400	9,758	-642	-1,621	+979	0	-642

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 alongside the design work. This will continue into the winter months. Work on the underpass is also ongoing, with the main compound is now complete. This will help sustain the rate of progress, including under socially-distanced conditions.

The construction is due to complete by December 2022, with project risks being managed by the Team on a daily basis; for example Technical Approvals, Network Rail, and Natural England licensing queries.

- Scheme Development for Highways Initiatives

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (Sept) £'000	Forecast Spend - Outturn Variance (Sept) £'000	Variance Last Month (Aug) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
377	65	-312	-323	+11	0	-312

An in-year underspend of -£0.3m is forecast. At the December Highways and Transport Committee, Members will be asked to prioritise and approve the next set of schemes to deliver, and whether to allocate more resource to the budget line. The forecast will then be updated accordingly.

Capital Funding

Original 2020/21 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2020/21 £'000	Forecast Spend - Outturn (September) £'000	Forecast Funding Variance - Outturn (September) £'000
18,781	Local Transport Plan	17,781	17,734	-47
0	Other DfT Grant funding	6,427	6,425	-2
199	Other Grants	7,128	7,149	21
411	Developer Contributions	6,050	6,027	-23
12,798	Prudential Borrowing	11,161	10,894	-267
3,021	Other Contributions	13,346	12,733	-613
35,210		**61,893**	**60,962**	**-931**
-6,159	Capital Programme variations	-11,800	-10,869	931
29,051	**Total including Capital Programme variations**	**50,093**	**50,093**	**0**

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)	6.55	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 Funding / Revised Phasing (Section 106 & CIL)	4.89	Developer contributions to be used for a number of schemes. Chesterton Abbey Bridge (£2.025m), 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 01.10.2020

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	**Civils** - 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.

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 25
Total Completed 24
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 Crawford/ various applicants	Cherry Hinton	Walpole Rd/ Cherry Hinton Rd junction	**Raised feature** - Raised table	RED	Delayed due to length of time for the consultation and subsequent contractor mobilisation. Further delay due to requiring works on Fendon Road to be completed as this forms part of the diversion route. Order raised, provisionally booked in for delivery Oct half term, week commencing 26/10/2020 for 5 days.

Current Schemes for 2020/21

Total LHI Schemes 24
Total Completed 4
Total Outstanding 20

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	**Parking Restrictions** - Install a no loading at any time ban up to the parking bays both sides of Perowne street.	GREEN	Design complete, Traffic Regulation Order consultation complete, submitted to contractor for pricing 25/09/2020.
Cllr Crawford	Cherry Hinton	Fulbourn Old Drift	**Parking Restrictions** - School keep clear at gate and single yellow restriction.	GREEN	Design complete, Traffic Regulation Order consultation complete, submitted to contractor for pricing 25/09/2020.
Cllr Jones	Petersfield	Various around ward	**Street lights** - Install 4 no new streetlights to provide additional lighting on footpaths.	GREEN	Design complete and agreed by applicant, submitted to street lighting contractor for pricing 22/09/2020.
Cllr Ashwood	Trumpington	Long Road	**MVAS** unit and warning signs near the school.	GREEN	Mobile Vehicle Activated Sign being procured separately as part of countywide package, warning signs installed already.
Cllr Jones	Petersfield	Brooklands Avenue	**Signs / Lines** - Clearer signage along the route and lining to identify that it is a dual use footway.	GREEN	Work Complete
Cllr Scutt	Arbury	Cunningham Close	**Civils** - 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	**Raised Feature** - Build out the kerbline 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	Designs approved by applicant. Proceeding to get scheme safety audited.
Cllr Scutt	Arbury	French's Road	**Civils** - 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	Designs sent to applicant for review 25/09/2020.
Cllr Whitehead	Abbey	Abbey Gardens	**Parking restriction** - Double yellows lines	GREEN	Design complete, Traffic Regulation Order consultation complete, submitted to contractor for pricing 25/09/2020.
Cllr Jones	Petersfield	Tenison Road	**Civils** - Installation of 5 wooden bollards along the stretch of Tenison Road.	GREEN	Work Complete
Cllr Scutt	Arbury	Thirleby Close	**Parking restrictions** - Double yellow lines through the cul-de-sac and junction with Harding Way (except for disabled bay in turning head)	GREEN	Design complete, Traffic Regulation Order consultation complete, objections to scheme received so being reviewed.
Cllr Whitehead	Abbey	Whitehill Road	**MVAS** unit and reinstate junction markings	GREEN	Mobile Vehicle Activated Sign being procured separately as part of countywide package, junction markings already completed.
Cllr Manning	Chesterton	High Street	**Civils** - 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 agreed 30/09/2020.Ready to submit for target costing.
Cllr Kavanagh	Romsey	Rustat Road	**Civils** - 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, submitted for costing on 18/05/2020. Chased contractor several times, latest 17/08/2020.
Cllr Meschini	Kings Hedges	Cam Causeway	**Parking restrictions** - 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	Design complete, Traffic Regulation Order consultation complete, submitted to contractor for pricing 25/09/2020.

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 Taylor	Queen Edith	Wulfstan Way	**Parking Restrictions** - Double yellow lines for short section outside numbers 19 and 21 Wulfstan Way	GREEN	Design complete, Traffic Regulation Order consultation complete, submitted to contractor for pricing 25/09/2020.
Cllr Scutt	Arbury	Belmore Close	**Parking restrictions** - Double yellow lines through turning head	GREEN	Design complete, Traffic Regulation Order consultation complete, objections to scheme received so being reviewed.
Cllr Meschini	Kings Hedges	Northfield Avenue	**Civils** - 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	Design complete, waiting on road safety audit before proceeding to costing stage.
Cllr Meschini	Kings Hedges	Cam Causeway	**Civils / Signs** - 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	**Raised Features** - 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	**Parking restrictions** - Double Yellow Lines.	GREEN	Design complete, Traffic Regulation Order consultation complete, submitted to contractor for pricing 25/09/2020.
Cllr Nethsingha	Newnham	Hedgerley Close and Conduit Road	**Parking restrictions** - Double Yellow Lines	GREEN	Design complete, Traffic Regulation Order consultation complete, objections to scheme received so being reviewed.
Cllr Richards	Castle	Mount Pleasant	**MVAS** unit.	GREEN	Mobile Vehicle Activated Sign being procured separately as part of countywide package, delayed due to work on active travel schemes.

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
Total Completed 13
Total Outstanding 8

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	Delayed due to revised plan for scheme following consultation. Order raised. Responses to consultation comments to be sent prior to implementation.
Cllr Downes	Buckden	B661 Perry Road	40mph Buffer Zone and gates	RED	Works commenced on 24/06/2020 but ceased due to issues with gas main. Lining and signing works scheduled to be carried out w/c 28/09/2020.
Cllr Criswell	Bluntisham	Bluntisham Heath Road, Wood End	Relocate 30mph speed limit, install Give Way feature, install 40mph Buffer Zone	RED	Main works complete excluding village gateways.
Cllr McGuire	Yaxley	Broadway	Zebra Crossing	RED	Delayed due to discussions on cost, cost increase accepted by Parish Council. Order raised. Expected delivery in October.
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.
Cllr Reynolds	St Ives	Needingworth Road	Pedestrian Crossing	RED	Most work complete, awaiting lighting connection
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Delayed due to discussions with Parish. Plans agreed. Formal consultation finished on the 02/09/2020. Preparing information for target cost.
Cllr Rogers	Upwood & The Raveleys	Raveley Road	Give Way Feature Great Raveley	RED	Target Cost received but awaiting for Parish Council to agree on the cost increase, awaiting feedback from Parish Council meeting on the 07/09/2020.

Current Schemes for 2020/21

Total LHI Schemes 26
Total Completed 0
Total Outstanding 26

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	Detailed design complete, target cost requested. Delayed due to looking into land issue prior to construction.
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	AMBER	Site visit completed, in design stage. Delayed due to staff from redeployment.
Cllr Wilson	Huntingdon	Buttsgrove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Works scheduled to be carried out in October half term.
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	GREEN	Site visit and prelim design undertaken. Parish Council agreed on draft plan. Speed survey carried out, to submit for road safety audit.
Cllr West	Great Paxton	High Street	Priority narrowing's	GREEN	Site Visits / Prelim Designs being undertaken.
Cllr Wilson	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	AMBER	Prelim design recommenced following return of staff from redeployment.
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	AMBER	Prelim design recommenced following return of staff from redeployment.

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 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. Received objection which has now resolved. Preparing information for target cost.
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	GREEN	Preparing information for target cost.
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. Mounting locations to be agreed with Parish Council. Equipment ordered.
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 ordered.
Cllr Tuplin	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	AMBER	Survey companies identified and brief being prepared. Delay as Station Road is closed until February 2020, survey can only be undertaken once it reopens.
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Proposal agreed by the Parish Council. Consultation due to finish on the 11/09/2020. Target cost received on 01/10/2020.
Cllr Downs	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	GREEN	Mobile Vehicle Activated unit ordered. Further liaison with Parish Council on lining and signage.
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. Mounting locations to be agreed with Parish Council. Equipment ordered.
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 request Notice of Intent prior to us requesting Target Cost.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Met with Parish Council and agreed on feasible scope. In detailed design stage.
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Locations agreed with Parish Council. Parish to seek permission for mounting units on lighting column. Target Cost received and equipment ordered.
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	GREEN	Initial assessment complete. Revised feasibility request to be provided by Parish Council.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Working with other teams to undertake feasibility.
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.
Cllr Fullers	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	Plans sent to Town Council and County Councillors mid September. Awaiting feedback.
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Site visit undertaken. Design approved by Parish Council. Target Cost received. Works ordered. Awaiting implementation dates.
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.

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, awaiting road safety audit before final completion of scheme.

Current Schemes for 2020/21

Total LHI Schemes 10
Total Completed 0
Total Outstanding 10

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 Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	GREEN	Order raised 21/07/2020 for Skanska to undertake design works, assessment completed and moved to detailed design
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Order raised, programmed for 05/10/2020
Cllr Tierney	Wisbech	South Brink	Traffic Calming	AMBER	In preliminary design, engineer has been on reduced capacity due to being re-deployed as part of Covid-19 response. Initial site visit undertaken.
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works completed on site, awaiting road safety audit before final completion of scheme
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Design completed, site visit undertaken, target cost received and now in discussion with parish around costings. Further discussions with Cllr King as parish currently without a clerk.
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	AMBER	In detailed design, site visit with parish undertaken, delayed due to works on active travel schemes. Unit ordered.
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	In detailed design, awaiting revised target costing.
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	AMBER	In preliminary design, engineer has been reduced capacity due to being re-deployed as part of Covid-19 response.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	In detailed design, design with parish council awaiting approval. Target cost received some minor amendments required.
Cllr King	Wisbech	North Brink	New one way	GREEN	In preliminary design

East Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 11
Total Completed 8
Total Outstanding 3

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 Goldsack	Soham Primary School	Kingfisher Drive	Pedestrian crossing facility - possible zebra crossing	RED	Works completed on site, awaiting road safety audit before final completion of the scheme
Cllr Shuter	Cheveley	Ashley Rd / Centre Dr / Duchess Dr	Speed limit reductions with traffic calming	RED	Works completed on site (highway engineer to check), awaiting road safety audit before final completion of the scheme
Cllr Goldsack	Isleham	Beck Road & Maltings Lane	20mph zone & traffic calming	RED	Works completed on site, awaiting road safety audit before final completion of the scheme

Current Schemes for 2020/21

Total LHI Schemes 13
Total Completed 0
Total Outstanding 13

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 preliminary design
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	AMBER	Initial contact made with parish, in detailed design, site visit undertaken. Unit ordered. Delayed due to works on active travel schemes.
Cllr Hunt	Haddenham	Hill Row	Mobile Vehicle Activated Sign	AMBER	In detailed design, met parish on site mid June 2020, delayed due to work on active travel schemes
Cllr David Ambrose Smith	Littleport	Ten Mile Bank	Signing & Lining	GREEN	Detailed design completed, awaiting a revised target cost.
Cllr Hunt	Wilburton	High Street	Reduce vehicle speeds	GREEN	In preliminary design, site visit undertaken, target cost requested.
Cllr Bailey	Ely	Beresford Road	Zebra Crossing	GREEN	Site visit undertaken and early discussions with contractor. Applicants have agreed design. Sent to Balfour Beatty for lighting element.
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	GREEN	In detailed design, site visit undertaken further investigation works required
Cllr Schumann	Chippenham	High Street	Mobile Vehicle Activated Sign	AMBER	Unit type agreed and ordered, site visit undertaken, locations discussed, now in detailed design, delayed due to active travel schemes
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	GREEN	In detailed design, site visit undertaken and discussions ongoing with applicant
Cllr Dupre	Witchford	Main Street	Footway widening	GREEN	In preliminary design, discussion with Parish Council required before commencing detailed design
Cllr Schumann	Snailwell	The Street	New Footway	GREEN	In detailed design, information sent to applicant for agreement
Cllr Shuter	Lode	Lode Road	Mobile Vehicle Activated Sign	GREEN	Mobile vehicle activated sign ordered, awaiting delivery

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, chased 10/08/2020.

Current Schemes for 2020/21

Total LHI Schemes 18
Total Completed 6
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 Batchelor	Bartlow	Three buffer zones on Linton Road, Camps Road and Ashdon Road Bartlow with gates to emphasise the speed limit.	**Speed Limit** - Three buffer zones on Linton Road, Camps Road and Ashton Road with gates to emphasise the speed limit.	GREEN	Design agreed. Consultation complete and order now raised, waiting on start date from contractor.
Cllr Van Den Ven	Litlington	Bassingbourn Road	**Speed Limit / Civils** - 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	**MVAS**	GREEN	Mobile Vehicle Activated Sign being procured separately as part of countywide package, delayed due to work on active travel schemes.
Cllr McDonald	Ickleton	Butchers Hill	**Lining** - 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	**Raised Features / Speed Limit** - 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	Site visit complete, design approved by Parish Council and County Cllr, Traffic Regulation Order advert date requested.
Cllr Kindersley	Arrington	A1198 Arrington village within 40mph and 30mph speed limits	**MVAS** unit and mounting posts.	GREEN	Mobile Vehicle Activated Sign being procured separately as part of countywide package, delayed due to work on active travel schemes. Order raised to install posts and waiting on start date.
Cllr Jenkins	Histon & Impington	Village wide - Impington Lane, The Coppice, New Road, Milton Road, New School Road, rear of Manor Park	**Civils** - Various footway works - either utilising overlay or inlay technique depending on the state of the specific path.	GREEN	Site visit and design complete, submitted for pricing 25/08/2020.

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 Bradman	Horningsea	Village Wide	**Signs / lines** - new warning signs in village near bend of 40 mph buffer zones on both approaches plus relevant road markings.	GREEN	Work complete
Cllr Batchelor	Carlton	Church Road	**Speed Limit** - Install 40mph through Carlton Green ONLY.	GREEN	Work complete
Cllr Harford	Dry Drayton	Various locations around village	**Flashing wig-wags** and **MVAS** unit.	GREEN	Design approved by Parish Council. Order raised for work, revised installation date of 30/10/2020 from contractor.
Cllr Kindersley	Wimpole & Orwell	Junctions at Fishers Lane and Hurdleditch Road (Orwell) Junction at Old Wimpole Road (Wimpole)	**Signs / Lines** - New signs to warn of junctions, red anti-skid to further highlight this, and new road markings as required to improve driver safety.	GREEN	Design approved by Parish Council. Order raised for work, expected delivery mid-November, to tie in with Orwell footpath resurfacing works.
Cllr Batchelor	Balsham	Dolls Close, West Wickham Road, West Wratting Road, High Street, Cambridge Road and Linton Road.	**MVAS** unit.	GREEN	Mobile Vehicle Activated Sign being procured separately as part of countywide package, delayed due to work on active travel schemes.
Cllr Howell	Bourn	Broadway	**Civils** - Priority give way feature.	GREEN	Site visit complete, design complete, submitted to parish for comment and review.
Cllr Nieto	Hardwick	Cambridge Road	**Civils** - 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	**Civils** - Footpath maintenance	GREEN	Site visit complete, design complete, submitted for pricing on 10/07/2020. Target Cost received but amendments required, submitted for review on 17/09/2020.
Cllr Batchelor	Horseheath	West Wickham Road	**Signs / lines** - Gateway treatment and highlighting existing 30mph limit further	GREEN	Work complete
Cllr Batchelor	West Wickham	Streetly End	**Signs / Lines** - New lining and signs at village entrances to highlight vehicles are entering 30mph limit.	GREEN	Work complete
Cllr Hickford	Harston	Cambridge Road	**Civils** - Island repair and maintenance	GREEN	Work complete

Trees

Countrywide Summary - Highway Service

Update as at 01.10.2020

Total to date Countywide (starting 1 January 2017)

Removed 184
Planted 2902

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	0	0	0	2	3
Planted 2020/2021	1	2	9	0	0	12

Comparison to previous month:

Aug-20	Removed	Planted
City	0	0
South	0	0
East	0	2
Fenland	0	0
Hunts	2	0
Total	**2**	**2**

Sept-20	Removed	Planted
City	0	0
South	0	0
East	0	2
Fenland	0	0
Hunts	2	0
Total	**2**	**2**

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 SEP 0
Total Planted in Current Month SEP 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	Jocelynne Scutt	**Frenchs Road**	1	Obstruction	Y	-
Castle	Claire Richards	**Mitchams Corner**	3	Obstruction	Y	-
Newnham	Lucy Nethsingha	**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 SEP 0
Total Planted in Current Month SEP 2

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	Y
Cottenham	Tim Wotherspoon	**Twentypence Road**	2	Natural Disaster	2017-12-02	2017-12-02	2017-12-02
Duxford	Peter Topping	**Ickleton Road**	1	Diseased / Dead	2017-02-02	2017-02-02	2017-02-02
Sawston	Roger Hickford	**Mill Lane**	12	Diseased / Dead	2017-12-02	2017-12-02	2017-12-02
Little Shelford	Roger Hickford	**Whittlesford Road**	1	Obstruction	2018-10-25	2018-10-25	2018-10-25
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
Orwell	-	**A603 Projects Scheme**	8	Diseased / Dead	-	-	15
-	-	**Total**	**53**	-	-	-	**82**

East Tree Works

Total Removed in Current Month SEP 0
Total Planted in Current Month SEP 7

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
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	-
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	-
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**	**70**	-	-	-	**19**

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 = **2793**

Fenland Tree Works

Total Removed in Current Month SEP 0
Total Planted in Current Month SEP 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 SEP 0
Total Planted in Current Month SEP 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	2018-10-29	1
Fenstanton	Ian Bates	**Harrison Way**	1	Diseased / Dead	2018-03-27	2018-10-29	1

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Godmanchester	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
Godmanchester	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
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	-

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
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	-
Godmanchester	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 and appointments to outside Bodies and Advisory Groups

Published on 2nd November 2020

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
01/12/20				19/11/20	23/11/20
	Local Highways Initiative Proposed Member Working Group	Matt Staton / Richard Lumley	Not applicable		
	Coldhams Lane Roundabout	Stuart Rushby	Not applicable		
	Chisholm Trail Project Status	Brian Stinton Lee			
	Risk Register Review	Steve Cox	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Heavy Goods Vehicle (HGV) Proposed Working Party	Sonia Hansen / Richard Lumley	Not applicable		
	Chisholm Trail Project Status Report	Andy Preston / Nathan Thrower	Not applicable		
	Internal Audit – Major Transport Schemes	Neil Hunter	Not applicable		
	Highways Contract Key Performance Indicators (KPIs) Quarterly Update Report	Emma Murden	Not applicable		
	Business Planning	Steve Cox	Not applicable		
	Performance Report	Jamie Leeman	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		
19/01/21	Commuted Sums	Justin Styles	2020/049	07/01/21	11/01/21
	Royston to Granta Park Strategic Growth and Transport Study	Karen Kitchener	Not applicable		
	Local Cycling and Walking Infrastructure Plan	Clare Rankin	Not applicable		
	Highways Verge Maintenance	Jon Clarke / Richard Lumley	Not applicable		
	Transport Investment Plan	Cathryn Rutangye	Not applicable		
	A14 Legacy Fund	Justin Styles	Not applicable		
	Highways England NMU Routes	Justin Styles	Not applicable		
	Local Highways Improvements Member Workshop Report	Matt Staton	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
[16/02/21] Provisional – reserve meeting				04/02/21	08/02/21
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		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Highway Infrastructure Asset Management	Mike Atkins	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	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		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		

To be scheduled
Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)
Highways Audit Steve Cox / Neil Hunter Internal Audit

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format