

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 08 March 2022

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**Multi-Function Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE**

AGENDA

Open to Public and Press by appointment only

1 Apologies for absence and declarations of interest

Guidance on declaring interests is available at

<http://tinyurl.com/ccc-conduct-code>

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Log 25 January 2022

3 Petitions and Public Questions

KEY DECISIONS

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Attending meetings and COVID-19

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The Highways and Transport Committee comprises the following members:

Councillor Peter McDonald (Chair) Councillor Gerri Bird (Vice-Chair) Councillor Alex Beckett Councillor Piers Coutts Councillor Douglas Dew Councillor Lorna Dupre Councillor Janet French Councillor Ryan Fuller Councillor Derek Giles Councillor Simon King Councillor Mac McGuire Councillor Brian Milnes Councillor Neil Shailer Councillor Alan Sharp and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
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Clerk Telephone:	01223 699177
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Highways and Transport Committee: Minutes

Date: 25 January 2022

Time: 12.46pm to 3.02pm.

Present: Councillors Alex Beckett, Piers Coutts, Doug Dew, Lorna Dupre, Stephen Fergusson, Ryan Fuller, Simon King, Peter McDonald, Elisa Meschini, Mac McGuire, Brian Milnes, Neil Shailer, Alan Sharp and Mandy Smith

Venue: Burgess Hall, St Ives

63. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Geri Bird (Elisa Meschini substituting), Jan French, and Derek Giles (Stephen Fergusson substituting).

There were no declarations of interest.

64. Minutes – 7 December 2021

The minutes of the meeting held on 7 December 2021 were agreed as a correct record and signed by the Chair subject to the addition of Cllr Fuller in attendance.

65. Highways and Transport Committee Action Log

The Committee noted its Action Log and the following updates:

Minute 45 – requested that dates be added to indicate likely completion.

Minute 63 – noted that the work regarding Wisbech Access Strategy would be completed around March 20222 and a report would then be presented to the Committee.

Minute 5 – Requested that it the status be changed to in progress.

Minute 57 – Requested that a briefing be offered to all members of the Committee on the latest position regarding BAM Nutall and the Guided Busway.

66. Petitions and Public Questions

The Committee received public questions and they were taken during the relevant agenda item. The questions and responses are contained at Appendix A of the minutes.

67. Parking Enforcement and Permits System

The Committee received a report that sought authorisation Parking Information Technology system and delegate the award of the contract following the completion of the tender process. Introducing the report officers explained that the system underpinned all the activities of the enforcement team. It was intended to ensure that the system was able to be adapted to take account of future developments and legislative changes, in particular readiness for TMA 6. There were also complexities that were being addressed regarding parking enforcement outside of Cambridge city. The system would also have capabilities for processing environmental charges such as Ultra Low Emission Zones (ULEZ) should they be introduced.

Question received from Jim Chisolm question.

During discussion Members:

- Requested that regarding paragraph 2.4 of the report, relating to European Union procurement law, future reports be amended to reflect that such references were no longer required.
- Confirmed that from June 2022 TMA 6 powers were available to the Council within Cambridge City to begin with and would be able to be expanded in the future.
- Acknowledged that powers to curb pavement parking were likely to come forward in the near future and the system would be able to account for such legislative changes.
- Noted that Huntingdonshire District Council was not taking part in the procurement as it had its own enforcement and collection provision.

It was resolved unanimously to:

- a) Authorise Cambridgeshire County Council (CCC) to commence the procurement for the IT contract for Civil Parking Enforcement (CPE) and Parking Permit System for a term of two years from June 2022 with an option to extend for two years, through the Eastern Shires Purchasing Organisation; and
- b) Delegate the authority to the Executive Director, Place & Economy, in consultation with the Chair of the Highways and Transport Committee, to

appoint contractors following a competitive process and complete all necessary contractual documents in accordance with Council Procedures.

68. Highway and Capital Maintenance Programme 2021/22 Schemes Over £500k

The Committee received a report regarding the Highway Capital Maintenance programme. The report sought the Committee's approval for a total of 7 schemes that individually exceeded £500k.

In discussing the proposals Members:

- Sought further information regarding the proposed works at the A505, Duxford. The presenting officer explained the proposed works were for the replacement of safety barriers. The scheme was being reviewed to ensure best value; however, it was a complex location.
- Welcomed the substantial amount of money allocated for the resurfacing of Cromwell Road Wisbech
- Noted that the Committee was approving a delegation to the Executive Director to approve the scheme when it was ready to progress in consultation with the Chair and Vice Chair of the Highways and Transport Committee. Therefore, any concerns, such as the cost of the A505 scheme would be noted and address prior to approval.
- Drew attention to Haddenham Hill Row Causeway and the cost of the road to maintain. Members noted that the work was advertised to begin 8 days ago and recognised that due to the costs it required Committee approval. However, it was requested that communications regarding proposed works were accurate and did not confuse residents.
- Noted that there were numerous factors that needed to be considered when deciding upon the work to be undertaken to achieve best value environmentally and financially.

It was resolved unanimously to:

- a) approve the procurement of 7 schemes for commissioning and delivery as set out in table 1; and
- b) To delegate the contract award decision to Executive Director in consultation with Chair and Vice Chair of the Highways and Transport Committee

69. Winter Service Fleet Procurement

The Committee considered a report that sought the approval for the procurement of the winter service fleet. Attention was drawn by the presenting officer to paragraph 1.12 of the report that contained an error and should have stated 45% not 40%. The Committee noted that the procurement exercise had resulted in 2 tender returns.

In discussing the report Members:

- Drew attention to only 2 tenders having been received and questioned as to whether that was typical and replicated in other local authorities. Officers explained that there were not many suppliers of such vehicles, and it was not surprising that so few tenders had been received.
- Noted that the decision to lease vehicles would not have affected the number of companies bidding for the contract.
- Questioned whether an assessment of leasing vehicles versus purchasing had been undertaken. Officers undertook to provide details regarding the evaluation and the results. **ACTION**
- Confirmed that the contract included the servicing and repair of the vehicles and the system that tracked and controlled the spreading of salt.
- Commented that companies would find it difficult to source 37 gritters when only given 6 months' notice and it was essential that procurement exercises had sufficient lead times to maximise the number of tenders and achieve best value. It was also suggested that smaller contracts combined with the Winter Service Contract may also be a benefit. The presenting officer informed the Committee that the procurement process began 18 months ago and that the points raised would be considered when moving into the next procurement process.
- Sought Member involvement in the process at an earlier stage of the process and commented that winter maintenance had posed problems financially with increased costs and despite work undertaken by former County Councillor Ian Manning, there did not appear to be a thorough understanding of the costs and reasons.
- Suggested that a report be scheduled on the forward agenda plan at the appropriate point

It was resolved to:

- a) approve the procurement of 7 schemes for commissioning and delivery as set out in table 1.
- b) To delegate the contract award decision to Executive Director in consultation with Chair and Vice Chair of the Highways and Transport Committee

70. 20mph Schemes

Members received a report that sought agreement for a process regarding the implementation of 20mph schemes. Specifically, the report requested approval for the establishment of a separate 20mph fund, process, the prioritisation parameters, and the establishment of a cross-party Working Group to review the proposed scoring criteria and consider the minimum level of funding required from third parties when making an application.

During discussion Members:

- that a new budget would be identified once the Working Group had met and decided the level of funding required and when it would be drawn upon. It was also noted that it would not impinge on the Local Highway Improvement (LHI) funding.
- Drew attention to Appendix 1 of the report and noted that evidence of public support did not include Parish Councils and therefore requested they be included.
- Commented that there did not appear to be a reference to 20mph limits outside schools which was one of the most useful implementations.
- Commented that there were often unforeseen impacts due to traffic calming measures such as vibrations in houses that affected residents. It was therefore essential that the local community was supportive of traffic calming measures through effective consultation.
- Welcomed the establishment of a cross-party Member working group.
- Emphasised that LHI funding should not be used to avoid funding road safety schemes.
- Expressed concern regarding the criteria for a mean speed of 24mph that would result in most rural villages being excluded and highlighted the unique challenges facing speed reduction in rural communities.
- Commented that it was important not to look at roads in isolation but part of wider zones.
- Requested that the Member working group be bold and determined and it focusses on how schemes could be delivered rather than could they be delivered.

In summing up the debate the Chairman noted the discussion around the prioritisation parameters and proposed with the unanimous agreement of the Committee that – *subject to the further work of the Working Group* be added to recommendation b)

It was unanimously resolved to:

- a) Approve the establishment of a separate 20mph fund and associated process;
- b) Agree the prioritisation parameters attached at Appendix 1 (**subject to the further work of the Working Group**); and
- c) Agree the establishment of a cross-party Member working group on 20mph schemes

71. Finance Monitoring Report

The Committee received the November iteration of the Finance Monitoring Report. The presenting officer drew the Committee's attention to the main material changes since the last report that included an increased forecast underspend in Streetlighting, Highways Development Management anticipating significant additional income and a reduction in in the forecast income for Parking Enforcement.

Commenting on the report, Members:

- Sought clarification relating to parking enforcement. Officers explained that in the business plan, £1.5m was allocated as it was anticipated that it would likely under-recover. The funding could not be allocated to the budget line in order that it could be allocated from the COVID grant.
- Noted that actuals to date were carefully analysed and compared to the profiled budget. They were often impacted by seasonal changes, the speed of invoicing and accruals.
- Sought clarity regarding the Highways Maintenance spending that appeared to be far behind the budget. Officers undertook to review **ACTION**
- Requested an update regarding A1303 and the land acquisition issues that had delayed progress to update residents. **ACTION**
- Drew attention to the Local Highway Improvements (LHI) that appeared to be delayed. Officers explained that owing to the process, schemes did take time. However, it was accepted that delivery cycles required improvement and to be clearer on likely timescales for delivery.
- Expressed concern at the vacancy rate across the directorate and questioned the impact that was having on delivery. Officers confirmed that it was impacting on the delivery of the service and was being addressed through recruitment following the restructure of the service.
- Requested that a report be presented to a future meeting of the Committee in order that Members have oversight of the process and why delays were occurring. The request was to be discussed further at a future meeting of Spokes **ACTION**

It was resolved to:

Note and comment on the report

72. A428 Development Consent Order Position Review

The Committee received a report that informed Members of the current positions of the Council and National Highways regarding the major scheme to upgrade the A428 to a dual carriageway and future commitments from National Highways. Members noted that representatives from National Highways were invited to attend the meeting, however they were unable to do so.

In discussing the report Members:

- Noted that there were measures that could be undertaken relating to diversion management to prevent 'rat-running' and officers undertook to provide further details. **ACTION**
- Drew attention to section 2.23 of the report that addressed environmental issues and commented that although decarbonisation was mentioned, noise or air pollution was not. The presenting officer confirmed there were plans that could be shared.
- Questioned the modelling statement and expressed concern regarding the robustness of the monitoring system. The presenting officer undertook to provide a briefing note. **ACTION**
- In drawing attention to LTN/120 and National Highways resistance to incorporating in the project, questioned whether Designated Funds could be applied for. Officers explained that there was a risk that Designated Funds were seen as a panacea. The fund was a competitive bid system that was over-subscribed. A total of £500m had been secured for NMU feasibility studies and it was essential for a framework to be in place to manage legacy commitments.
- Sought assurance that temporary weight restrictions would be considered for use to manage vehicle movements and routes.

It was resolved to:

- a) Note the update on the A428 DCO, and National Highways commitments for future investment; and
- b) Note in principle support subject to conditions, and delegate to the Executive Director for Place & Economy confirmation of the position prior to the final deadline, if outstanding matters are satisfactorily resolved, in consultation with the Chair and Vice-Chair of Highways & Transport

Committee, and in discussion with the key Members impacted in and around the A428

73. Highways and Transport Committee Agenda Plan and Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

The Committee noted its Agenda Plan, Training Plan and appointments to Outside Bodies and Internal Advisory Groups.

In discussing the Agenda Plan Members suggested the following items that would be considered for future agenda items.

- A report on LHI schemes that identified causes for delays and measures to address them.
- A report on how to facilitate the cutting back of overgrown hedges and trees on footpaths and verges.
- A report on the impact of HGVs during major road closures and the mitigations available to address the impacts.
- A further report on 20mph zones, specifically in relation to newly adopted roads.

Chair
March 2022

HIGHWAYS AND TRANSPORT COMMITTEE – (25th January 2022)

PUBLIC QUESTIONS

No.	Question from:	Item	Question
1.	Anthony Carpen		<p>Dr Jon Finney responded on behalf of the Highways Authority on 11 Nov 2021.</p> <p>Dr Finney wrote regarding parking:</p> <p>"The streets in the vicinity of the proposal provide uncontrolled parking, and so, as there is no effective means to prevent residents of the proposed apartments from owning a car this demand is likely to appear on-street in competition with existing residential users. The development may therefore impose additional parking demands upon the on-street parking in the surrounding area and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application."</p> <p>On 09 Dec 2021, the Greater Cambridge Partnership Board of which Cambridgeshire County Council is a voting member, voted to proceed with a city-wide residents' parking scheme. The Romsey Labour Club is at the crossroads of four proposed residential parking schemes - Romsey West, Romsey East, Coleridge West, and Coleridge East. (See the map on p32 of the Agenda Pack at https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1572/Committee/26/SelectedTab/Documents/Default.aspx)</p> <p>Note County Officers should have been aware of the proposals when the maps were published as part of the papers for the Greater Cambridge Assembly meeting of 18 November 2021 (see https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1568/Committee/36/SelectedTab/Documents/Default.aspx), so will have been published just after Dr Finney submitted his response.</p> <p>In light of the very clear policy statement from the Greater Cambridge Partnership about a city-wide residents' parking scheme, it is highly likely that by the time the application has been built there will already be a parking scheme in place, meaning no street parking available for users of the proposed serviced apartments. Where will the cars of users go?</p>

			I therefore request the Highways Authority Officers to refresh their advice to Cambridge City Council for this application, take into consideration the clear policy direction of the GCP, and consider whether to submit a formal objection to this application.
			Response:
No.	Question from:	Item	Question:
2.	Jim Chisolm	Parking Enforcement and Permits System	<p>I noted this item and ask if the imminent extension of Civil Enforcement to cover a range of minor moving vehicle offences within these contracts will be included?</p> <p>I believe this Council has already been asked about some issues by DfT, and before Christmas the DfT issued a Q&A about Part 6 Powers. In addition, the Parliamentary Advisory Council for Transport Safety has also recently issued a briefing note about Moving Vehicle Enforcement written by an officer in Hampshire County Council.</p> <p>I ask that this Committee ensures that any contracts signed do not risk delaying the use of these new powers which should greatly benefit all those who use our roads and streets.</p>
			Response:
			The proposed system is designed to be adaptive to future planned legislative changes including the extension of Civil Enforcement powers through TMA 6.
No.	Question from:	Item	Question:
3.	CamCycle	20mph Schemes	<p>We support the deployment of 20 mph zones to increase safety on the roads. For example, recent evidence from Brussels has shown a 17% drop in road injuries and 50% drop in road deaths after the introduction of a city-wide 30 km/h (20mph) zone last year [1]. It's effective.</p> <p>However, we must criticise the scoring criteria shown in Appendix 1 of agenda item 7. Criteria 1 states: 'Current mean speeds are at or below 24 mph'. This means that the presence of fast-moving motor traffic could cause an area to become disqualified from a 20 mph speed zone safety intervention, a truly perverse arrangement; like letting foxes guard a henhouse. Given that most areas</p>

			<p>under consideration would already have a 30 mph speed limit, it will be quite common for many streets to have a mean motor traffic speed above 24 mph and at the same time for that higher speed specifically to be the problem for other road users such as schoolchildren or older people trying to walk or cycle there.</p> <p>Therefore we ask the committee to change this criteria in one of the following ways:</p> <p>1) Remove the motor traffic speed qualification altogether, or at least raise it so that existing 30 mph zones will qualify.</p> <p>2) Insert a provision stating that the mean speed as measured for criteria 1 must take into account the speed of all road users, including pedestrians and cyclists, in computing the mean. It's only fair that the people most likely to be injured by fast-moving motor traffic are also given due consideration as road users, instead of being ignored.</p> <p>(footnote [1]: https://www.bruzz.be/mobiliteit/een-jaar-stad-30-trager-verkeer-minder-verkeersslachtoffers-2021-12-24)</p>
			Response:
No.	Question from:	Item	Question:
4.	CamCycle	Finance Monitoring Report	<p>Under 'Emergency Active Fund' in item 8 of the agenda it states that following 'an extended consultation period during Autumn 2021, analysis of the data by Business Intelligence Unit (currently underway), scheme detailed design, road safety audit and traffic management complexities', the simple projects will be delivered by the end of March 2022 and more complex schemes will be delivered between April and August 2022.</p> <p>We ask the committee to please publish the aforementioned consultation report for these Tranche 2 Active Travel Programme schemes, as well as the detailed designs and safety audits. Communities have waited long enough for safe walking and cycling routes in the proposed areas and are keen to know when trials will commence.</p>

			Given the aforementioned delivery dates, how will the more complex active travel programme schemes be able to meet the spending deadline of March 2022 that was imposed by DfT?
			Response:

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 14th January 2022 captures the actions on service actions within the remit of this Committee including that are still ongoing on going from the former Highways and Community Infrastructure Committee. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Jon Munslow	<p>Discuss with Skanska the feasibility of offering an enhanced pothole repair service.</p> <p>This was raised again at the Highways and Transport Committee on 15th September</p>	<p>Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services.</p> <p>Meeting held with Skanska on 26/11/20.</p> <p>Initial proposals will be brought forward for discussion with Chair and Vice Chair in May. Further work is likely to be needed to adapt ways of working and improve efficiencies and this will be discussed and agreed through the Highways Improvement Board.</p>	<p>IN PROGRESS</p> <p>27.08.21 - Ongoing with the pothole working group and Highways Improvement Board.</p>

Minutes of Highways and Transport Committee 19th January 2021

63.	Minutes Action Log	Dawn Cave/ Alex Deans	Committee had previously agreed a report on Wisbech Access Strategy would come to Committee. Clerk to check what was agreed and schedule a report to a future Committee meeting.	After the request from Cllr King at the November 2021 committee, it was agreed that a briefing would be circulated to local Members, which was undertaken on the 24 November 2021. The project scope is to provide a shovel ready project with all land secured by the end March 2022. This remains on programme and a Member Briefing will be issued at the end of March 2022 to provide a detailed update of this, and next steps.	Ongoing
66.	Cambridgeshire County Council Commuted Sum Proposals	Alex Deans	Final consultation document to be circulated to Members, who could then comment accordingly. Action required.	Following discussion with the Chair the proposals are being developed into a draft "Commuted Sum Policy" by an officer working group, to be shared with Members of the committee prior to a formal consultation process prior to the July 2022 committee date.	Ongoing

Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
5.	Minutes Action Log		Member highlighted highways planning guidance for making walking and cycling the most attractive option. It was requested that it be added to the Action Log	A Public Rights Of Way & Non Motorised User Routes Design Guide committee report has been prepared for committee on 7 December 2021 It was agreed that a Draft Design Guide would be developed and a consultation would take place with stakeholders, scheme promoters, developers and user groups. It is intended that this consultation will take place in the Autumn	On-going

6.	King's Parade	Sonia Hansen	<ul style="list-style-type: none"> • A strategic visitor/anti-terror plan including St John's / Market Square needs to be provided to the Committee • A refreshed consultation on the barrier over and above the 21 days ideally 60 days • A revised design for the barrier in keeping with the King's Parade environment • Improved cycling safety and accessibility, and disabled access • An amended permanent order to take these changes into account by the end of 2021 • An SLA entered into and signed by the Chief Inspector • Officers would work with CamCycle and Cambridge City Council in partnership • The police risk assessment would be provided to the Committee • The County safety audit would be provided to the Committee 	<p>A confidential briefing was provided to Members by the Police and a report is on the agenda to be presented to the November meeting of the Committee.</p> <p>25.11.21 The Police Counter Terrorism Security Advisor is carrying out a wider review of the area.</p> <p>9/2/22 Cambridge survey has been carried out by Police Counter terrorism security advisor. Confidential briefing to be arranged with Chair and Vice Chair.</p>	
8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	David Allatt	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at	This was discussed at regional traffic managers meeting on Friday 3 September and views were fed into the examination as required	Ongoing

			Wyboston	9/2/22 An update has been requested from Beds Borough council regarding any feedback they have had relating to their representation. The update will be shared when available.	
10.	Local Highways Improvement Panel Scoreboards	Joshua Rutherford	Requested additional guidance or training for Members regarding LHIs and the process that underpins them	Training was provided to Members on 15 September 2021 in a 2 hour Teams seminar. Following Member scoring panels undertaken during January - March 2022, an LHI report will be brought to the April 2022 committee which will include the prioritised schemes for 2022/23. The committee report will include details on the end-to -end LHI process to enable an improved understanding of the project lifecycle for LHIs.	Closed

Minutes of Highways and Transport Committee 25th January 2022

57.	Finance Monitoring Report	Steve Cox	Requested a confidential briefing regarding the Guided Busway and the ongoing dispute with Bam Nutall	A briefing had been provided however a further one offered to all Members of the Committee was to be arranged.	Ongoing
69	Winter Service Fleet Procurement	Jon Munslow	Requested information on whether leasing vehicles vs buying them had been evaluated and what the outcome was		
71	Finance Monitoring Report	Jon Munslow	To update Cllr Sharp on the A1303 works		
72	A428 Development Consent Order Position Review	Gareth Blackett	Request to modelling manager to produce a briefing note on methodology used	Email to Cllr Ferguson 2/02/22 attaching modelling update and noise and air monitoring plans	Closed
73	A428 Development Consent Order Position Review	Gareth Blackett	Requested an update for the local access forum taking place in February.	Local Access Forum has been brought forward to 8//2/22. Officers will provide a verbal update and circulate the report for engagement pre-next LAF meeting. Email to Cllr King was undertaken 2/02/22.	On-going

74	A428 Development Consent Order Position Review	Gareth Blackett	Requested an update regarding temporary weight restrictions during construction phase	Email to Cllr Sharp 2/02/22 attaching the Outline Construction Traffic Management Plan.	Closed
75	A428 Development Consent Order Position Review	Gareth Blackett	Requested assurances regarding 'rat running' through residential areas as a result of traffic diversions	Email to Cllr Smith 2/02/22 attaching the HGV construction traffic flows and the outline construction management plan; a subsequent email was sent 7/2/22 providing more detail (as requested)	Closed

Highways & Transport Service Resource Update

To: Highways and Transport Committee

Meeting Date: 08 March 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Forward Plan ref: 2022/057

Key decision: Yes

Outcome: To provide committee with an update on resource planning across the Highways & Transport Service.

Recommendation: Committee is recommended to:

- a) note current resource pressures and challenges;
- b) note progress since this matter was last reported to this committee on the 7 December 2021;
- c) agree to extend existing interim arrangements shown in Appendix B from 1 April 2022;
- d) agree to procure 21 new interim workers from April 2022 to a maximum expenditure of £2M shown in Appendix C;
- e) agree to procure further interims should further permanent staff leave or to fill short term pressures covered from existing salary budgets or capital projects from April 2022;
- f) support the proposals seeking to resolve resource pressures and challenges over the medium to long term;

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1. Background

- 1.1 Cambridgeshire County Council recognises the importance of its highway infrastructure which includes 4,500km of highway with an asset value of £12 Billion. The Council also recognises how an effectively developed, maintained and managed network contributes to the achievement of the Council's corporate goals.
- 1.2 Following the Place and Economy restructure during the Summer 2021, and a subsequent senior leadership recruitment campaign, the service operates under the leadership of the Director of Highways and Transport who took up the role in November 2021, over three service areas headed up by three Assistant Directors for Transport Strategy and Network Management, Highway Maintenance and Project Delivery.
- 1.3 The three service areas are structured with 250 establishment posts in total, with a current vacancy rate of 25%. Due to the high number of vacancies, and the drive to continue to deliver Council priorities, the service has been reliant on an increasing number interim and consultant workers, either secured through recruitment agencies or frameworks that are available to the Council. At this current time the number of interim workers are:
- Transport Strategy and Network Management four number
 - Highway Maintenance two number
 - Project Delivery 23 number

Note: The Project Delivery Service includes the Local Highway Improvements Team and emerging Consents Team, detailed later in the report.

- 1.4 Project Delivery, which is currently managing approximately 40 major infrastructure projects valued in the region of £170M, has a particular high reliance on interim and consultancy services, including the Interim Assistant Director role. Whilst this is not an ideal situation and efforts are being made to recruit permanent staff replacements, these interim arrangements have contributed to the significant improvement of performance across Project Delivery, as reported to the December 2021 committee.

2. Main Issues

- 2.1 Due to a skills shortage across the industry, it is becoming increasingly challenging to recruit permanent staff at every level, including qualified engineers and project managers. Research has concluded this challenge is being reflected nationally including at neighbouring councils.
- 2.2 The problem has been exacerbated by in recent times by Brexit, a buoyant housing market and a significant number of large scale infrastructure projects, including those promoted by government including HS2, which have been absorbing talent and building pressure in the industry. Although there are challenges across the sector, there is particular pressure in qualified civil engineers, and staff associated with Project Management for major infrastructure projects.

- 2.3 Interim workers and consultancy staff in general demand higher rates of pay than permanent staff, but without the benefits that permanent employees receive, for example, sick pay, annual leave allowance and pension contributions. The Council can also terminate contracts with interims usually at one week notice period, providing greater flexibility to react to changing project demands and react to any performance matters. During 2021/22 the Council has terminated contracts with nine interim workers in relation to demand and performance issues, with current interim workers retained operating at a high standard.

Progress

- 2.4 The Project Delivery service ran a recruitment campaign from November 2021. The campaign included nine roles seeking up to 25 new staff, intended to reduce the high reliance on interim workers and consultants. Despite the campaign being open for four weeks, targeting national engineering publications, local media as well as digital and social media. 20 applications met the criteria for interview, of which 13 worked for the Council, and seven were external candidates. Three of the external candidates withdrew from the process, resulting in only four external candidates being interviewed. Following interviews in January 2022 nine candidates were appointed that already worked within Project Delivery or the wider Highways and Transport Service. Three external candidates were appointed from the four interviewed, all of which had existing relationships with the Council. Although the external response was disappointing, the internal appointments will support development and progression of existing staff, something the service very much promotes. The outcome of this campaign, further demonstrates the challenges Councils are facing to recruit into this sector.
- 2.5 Following the appointment of the Assistant Director Transport Strategy and Network Management, a restructuring was undertaken including significant changes to the Road Safety Team in late 2021, this included the creation of an Active Travel Strategy Officer. In February 2022 the confirmed new structure resulted in six vacancies, which are subject to a recruitment campaign that is currently underway. This is a different market to the recent campaign undertaken by Project Delivery, so the Council is hopeful of a more positive outcome.
- 2.6 In addition to these major campaigns, there have recently been some smaller recruitment campaigns undertaken including the recruitment of Programme Managers and Programme Project Officers to support the roll out of the Power IT project management system across all of the Highways and Transport Service, and the recruitment of an Administration Assistant within the Business Support Team. The recruitment of the Assistant Director Project Development role is currently underway with final interviews scheduled for mid-March 2022.
- 2.7 During this same period from early December 2021 to mid-February 2022 seven number permanent staff left the Highways and Transport service, or are working their notice period to leave. The reasons the seven staff left the service included retirement and new opportunities, which have resulted in a net decrease in permanent staff, despite the recruitment campaigns over this period. For this reason the reliance on interim and

consultancy support across the Highways and Transport service has not been reduced, but increased and re-allocated within the Highways and Transport service.

- 2.8 The newly appointed Assistant Director of Highway Maintenance, has been familiarising himself with the service since taking up the role in late November 2021. As with Project Delivery and Transport Strategy and Network Management, it has been concluded that the Highway Maintenance service will benefit from a review of service delivery, processes and the staffing structure to align with the recently re-structuring of Project Delivery and Transport Strategy and Network Management services, ensure efficient delivery of the Council's priorities. This will include the assessment and procurement of appropriate technologies to improve efficiencies and further relieve pressures on staff resources, including pressures from the demanding consents programme. It is proposed that progress on this service development process will be discussed and reported through the Highways Improvement Board.

Consents Team:

- 2.9 The Council, working in partnership with Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority, has funded a core Consents Team within the Council from September 2021 to end March 2022. To date this new team sitting within Project Delivery, has delivered the following benefits:

- Programmed consent and Nationally Significant Infrastructure Projects (NSIP's) impacts for resources and key risks over short to medium term;
- Established a Programme Board since October 2021 reporting into Highways and Transport and the Planning Assistant Directors;
- Developed a cost recovery model with the Corporate Finance team;
- Negotiating Planning Performance Agreements (PPA's) with various scheme promoters
- Project managed current Development Consent Orders (DCO's) regarding Public Examination, PPA's, consultation, legal agreements and stakeholder engagement
- Engaged with District Council's to ensure a joined up approach including for the A428 DCO, and negotiated cost recovery for some services provided by the Council;
- Engaged nationally including the Planning Inspectorate NSIP Reform Initiative, to raise the profile and resource demands on local authorities relating to consents;
- Engaged with Members via committee and a Consents Members Working Group from February 2022;

A high-level programme of consents for Cambridgeshire is provided in Appendix A.

- 2.10 Regarding the Planning Inspectors NSIP Reform Initiative, initial findings from December 2021 report state *"Local Authorities are rarely set up to be able to respond effectively to a DCO application prior to its inception and therefore officers are often pulled in to respond to a DCO on top of their 'day job'". Whilst this may be manageable*

for a single NSIP there are increasing numbers of local authorities expecting multiple, overlapping NSIPs with as many as ten at one time being quoted. In these instances, Local Authorities need to be confident that they will be resourced properly and have more certainty about recovering the cost of their input.” The Council is actively participating in this reform programme, and is seen as emerging best practice in terms of how the Council is pro-actively dealing with the consents programme in Cambridgeshire. Several authorities have contacted the Council, regarding the core consents team as an example of best practice, despite the team only being in operation since September 2021.

Next steps

- 2.11 A second attempt to recruit permanently into the Assistant Director Project Delivery post is underway supported by an external recruitment agency, who will actively encourage suitable candidates to apply for the role.
- 2.12 An in-depth review of the Highways Maintenance service is underway and will include engagement with Members, stakeholders and a staff consultation process to ensure that knowledge and experience of the service is taken in to account during this process. Progress will be discussed and reported through the Highway Improvement Board. It is anticipated that a new structure would be in place by Autumn 2022.
- 2.13 Following embedding of the new roles and resources in the Project Delivery service during March and April 2022, a subsequent recruitment campaign will be undertaken, seeking to replace any remaining sustainable posts, currently filled by interim and consultancy resources. This requires some forward planning of projects, to ensure the roles will be required on a medium to long term basis. Where there are short term pressures, and projects being completed in 2022, consideration will be given to retaining interim and consultancy services to close out these projects.
- 2.14 The Council will progress negotiations with the with Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority regarding funding the core Consents Team to 2024/25, enabling a more sustainable team to be formed to manage the consents programme for the medium term.
- 2.15 Existing interim and consultancy arrangements will be reviewed across the Highways and Transport service, and where necessary this will be extended, refined and increased from the 1 April 2022, to ensure service delivery can be maintained for the short term. This will include reliance of interims for Project Delivery, the core Consents Team including Project Managers and the Local Highways Improvements Team until such services are replaced by permanent staff recruited by the Council.
- 2.16 Historically many interim workers were appointed by a Direct Award through existing contracts and frameworks, which although is contractually compliant is not fully compliant with the Council’s current Procurement Rules. These interim roles are listed in Appendix B. These interim workers are covered by an internal waiver exemption that was put in place for expediency and to ensure service delivery, which expire at the end

of March 2022. Due to the ongoing pressures, it is proposed to extend these waivers from 1 April 2022 to enable these interim workers to continue delivering their services to the Council, until they are replaced. Since September 2021 any new interim workers have been procured by a fully compliant Procurement Process, and the new process is now being established across the Highways & Transport service for the appointment of interim workers working closely with the Council's Procurement Team.

- 2.17 There are also some emerging pressures within the Highways Contract and Commissioning Team and the Highways Asset Management Team which will require some additional interim worker support for the short term. In addition to these identified pressures, there may be further demand on interim workers during the short term, depending on the outcome of the current recruitment campaign into the vacant Road Safety and Active Travel roles and within the Highways Development Management Team which has a very high workload. Further interim worker demand may result within the Highway Maintenance service generally should more Council staff leave, prior to the new structure being approved in Autumn 2022, and the subsequent recruitment campaign. All interim arrangements will be funded from existing vacancies, cost recovered with partners or charged to capital projects as far as possible, and where such costs have been factored into current cost forecasting for projects.
- 2.18 Several attempts have been made to fill the interim roles using Opus, the Council's partially owned recruitment agency, however due to the specialist nature of the technical roles this has been unsuccessful. The Central Procurement Team is now supporting the procurement of 21 vacant roles via an alternative recruitment agency. The procurement will take place using framework agreements with the final decision on which yet to be made. The maximum expenditure on these roles, over a 12-month period, is approximately £2M. Approval is therefore being sought to award a contract with an alternative recruitment agency and framework to fill the interim posts from April 2022. The roles being sought currently are shown in Appendix C.
- 2.19 Appendix B and C show the current position, however if the Council lose more permanent staff, or are unable to recruit on a permanent basis, this will increase the current demands for interim workers in the year 2022/23, and the Council will need to rely on increased interim workers to ensure service delivery for the short term in addition to the requirements set out.
- 2.20 The service recognises the challenges to permanently recruit and retain staff, which have been evidenced within this report. In addition to the proposals within the report, to respond to this pressure the service will:
- Engage with professional networks, associates, recruitment experts and other Councils, seeking innovative ways to recruit aspiring beyond conventional recruitment;
 - Ensure existing staff are supported and developed, including upskilling through work-based learning, sponsored academic learning and where appropriate aligned with development programmes with professional institutions including the

Chartered Institution of Highways and Transportation and Institution of Civil Engineers;

- Develop a “Grow our Own” programme within the service aligned with the Council’s apprenticeship programme, where the Council seek to create posts to recruit applicants who show potential to develop, such as local school and college leavers, graduates, mature students and those seeking a change in career. Using the Apprenticeship Levy, develop them through on-the-job training and off-the job formal learning to gain a nationally recognised qualification, targeted to meet areas of challenge within the service;
- Recognise that for certain programmes or periods of time there will be a requirement to operate a mixed economy workforce, bringing in consultant and interim workers and specialist support when required.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

Development and maintenance of the highway network, and associated infrastructure, improves links and travel between communities.

3.2 A good quality of life for everyone

Provision, development and maintenance of infrastructure, including the highway network allows residents and visitors to move around the county freely, supporting the economy and access to services including recreation and leisure. Additionally, it encourages healthy journeys including those by public transport and non-motorised use, such as walking, cycling and equestrian.

3.3 Helping our children learn, develop and live life to the full

Provision, development and maintenance of infrastructure, including the highway network helps children to access schools and leisure services. It also promotes non-motorised users including cycling and walking with the accompanying health benefits. The Council will develop training programmes at from school leaver entry to graduates, that will encourage Cambridgeshire’s children to seek careers in the Highways and Transport sector.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

Provision, development and maintenance of infrastructure, including the highway network allows residents and visitors to move around the county freely, supporting the economy and access to services. Additionally, it encourages healthy journeys including those by public transport and non-motorised use, such as walking and cycling reducing carbon emissions and use of the motor vehicle.

3.5 Protecting and caring for those who need us

NA

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The intention is to recruit permanently into all vacant sustainable roles, supported by some use of interim workers, experts and consultancy services. Where this is not possible, service delivery will be maintained by interim, expert and consultancy services.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

Recruitment will be undertaken aligned with the Council's recruitment policy. Appointment of interim workers and consultancy services will be undertaken compliant with rules and policy, and/or compliant with framework and contractual requirements.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

Recruitment of permanent staff or interim workers will be compliant with Council policy. The development programmes mentioned in the report will target making the service's workforce more diverse and reflective of the County of Cambridgeshire.

4.5 Engagement and Communications Implications

NA

4.6 Localism and Local Member Involvement

NA

4.7 Public Health Implications

NA

4.8 Environment and Climate Change Implications on Priority Areas

This is not a key decision, nor are there any 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: Clare Ellis

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: Sue Procter

Have any Public Health implications been cleared by Public Health Yes

Name of Officer: Ian Green

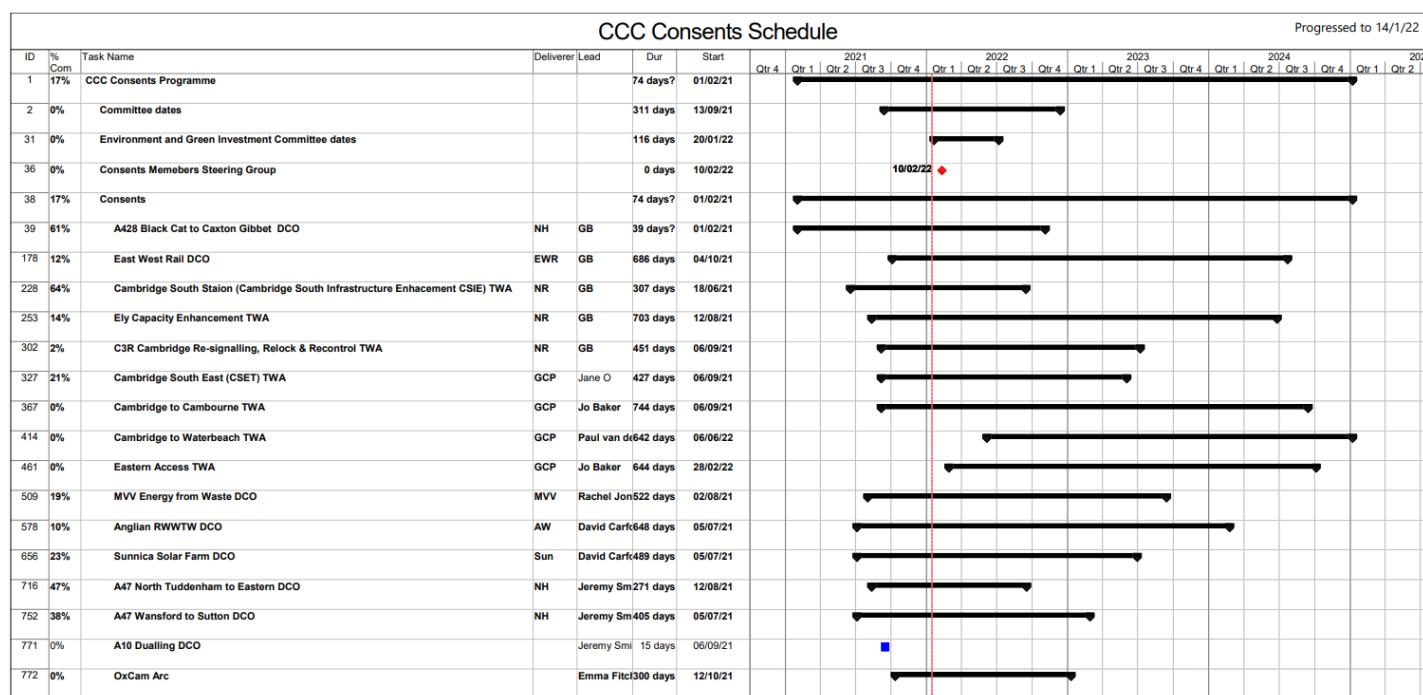
If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 None

APPENDIX A: The Consents High Level Programme



APPENDIX B: Current Interim Worker Roles secured via direct awards

Job Title	Charged to	Start date
Assistant Director Projects	Major Capital Projects	25/09/2020
Project Manager	Various capital projects	23/11/2020
Project Manager	Chisholm Trail & Wearsheaf Crossroads	04/01/2021
Team Leader	Major Capital Projects	08/02/2021
Project Manager	Wisbech Access Strategy / March projects / St Neots	22/03/2021
Commercial Consultant	Major Capital Projects	29/03/2021
PMO Programme Manager	Major Capital Projects	14/06/2021
Project Manager	March Major Projects & FHS / St Neots FHS Project	19/07/2021
Consents Lead	Core Consents Team	01/09/2021
Consents Scheduler	Core Consents Team	30/08/2021

APPENDIX C: Proposed New Interim Workers Roles for 2022/23

Job Title	Charged to	Start date
Pavements Engineer	Various services- call off as required	01/04/2022
Project Manager	Major Capital Projects	01/04/2022
Team Leader	Major Capital Projects	01/04/2022
Project Manager	A14 100% re-charge time to HE	01/04/2022
Project Officer	March Major Projects & FHS / St Neots FHS Project	01/04/2022
HDM Engineer	Highways Development	01/04/2022
Project Manager	Local Highway Improvements	01/04/2022
Project Manager	Local Highway Improvements	01/04/2022
Project Engineer	Local Highway Improvements	01/04/2022
Project Engineer	Local Highway Improvements	01/04/2022
Assistant Engineer	Local Highway Improvements	01/04/2022
Assistant Engineer	Local Highway Improvements	01/04/2022
Framework Manager	Contracts and Commissioning Team	01/04/2022
Assistant QS	Contracts and Commissioning Team	01/04/2022
Programme Manager PMO	Programme Management Office- Major Projects	02/04/2022
Programme Officer PMO	Programme Management Office- Major Projects	02/04/2022
Assets Information Officer	Highways Maintenance	01/04/2022
Project Manager 1	Charged to Consent Sponsors via PPAA	01/04/2022
Project Manager 2	Charged to Consent Sponsors via PPAA	01/04/2022
Project Manager 3	Charged to Consent Sponsors via PPAA	01/04/2022
Highways Engineer- DCO	Charged to Consent Sponsors via PPAA (Nat H/ways)	01/04/2022

Highways Maintenance Capital Programme

To: Highways and Transport Committee

Meeting Date: 8 March 2022

From: Steve Cox, Executive Director for Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/010

Outcome: To approve the County Council's forward programme of highways maintenance capital schemes. This will provide clarity and visibility of forthcoming maintenance schemes, in accordance with Authority's approved asset management policies.

Recommendation: What is the Committee being asked to agree?

a) To approve the 2 year forward programme of highway maintenance capital schemes, Appendix One.

b) To agree that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, can make minor amendments to the programme of highway maintenance capital schemes, in accordance with the Authority's approved asset management policies.

c) Agrees that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, can commission the delivery of the highways maintenance capital programme, via existing contracts that have been formally procured.

d) To note the indicative highway maintenance capital programme for the following 3 to 5 years, Appendix Two

Officer contact:

Name: Mike Atkins

Post: Highways Asset Manager

Email: mike.atkins@cambridgeshire.gov.uk

Tel: 07881 332792

Member contacts:

Names: Cllr. Peter MacDonald/ Cllr Gerri Bird
Post: Chair/Vice-Chair of Highways and Transport Committee
Email: Peter.McDonald@cambridgeshire.gov.uk
Gerri.Bird@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

- 1.1 The County Council has an approved 2 year forward programme of highways maintenance schemes. In previous years this has been approved as a component of the Authority's Highways Maintenance Operational Standards (HOS) document. The current version of the forward programme was approved by this committee at its meeting held on 9th March 2021.
- 1.2 To provide greater clarity, the Highways Maintenance Capital Programme is now the subject of a dedicated report to this committee.
- 1.3 This report seeks the committee's approval for the highway maintenance capital programme for the next 2 years. This is provided as Appendix One to this report.
- 1.4 The following 3 to 5 year programmes for various asset groups are set out in Appendix Two, to improve forward planning of programme delivery.

2. Main Issues

- 2.1 The County Council has approved policies setting out its asset management approach to the maintenance of the highways for which it is responsible. This approach is predicated upon a long-term, preventative strategy for highways maintenance which makes best use of the capital funds available to the Authority.
- 2.2 The programme of capital schemes is developed by officers using objective condition data, together with assessments of the rates of deterioration of highways assets. Whilst objective condition data is the primary arbiter, other factors are considered when developing the forward programme of schemes. Such factors include accident records, third party claims, local knowledge, and reports from the public.
- 2.3 A key part of the development of the programme is aligning the location and timing of schemes with the needs of communities. Schemes are tailored to suite different sections of communities where possible, seeking to ensure that a well-maintained and serviceable network is available to all classes of users.
- 2.4 The resultant programme of schemes is designed to apply the right maintenance treatments to assets, at the appropriate points in their life cycles. Such a preventative approach means that maintenance treatments are timed to prevent assets deteriorating further and then requiring much more expensive, environmentally damaging treatments at a later date. The programme is not focussed on a "worst first" basis. The preventative approach can lead to schemes being undertaken which appear counter-intuitive and programmes that do not allocate funding on a geographical basis.
- 2.5 The Authority receives capital funds for highways maintenance from the Department for Transport (DfT). Some of this funding is based upon the lengths of roads for which the Council is responsible and is distributed via the "needs based" formula. To encourage authorities to adopt and implement the asset management approach, DfT also distributes some capital funding to authorities via the Incentive Fund. It is anticipated that the Incentive Fund will continue for year 2022-23 and therefore the Council is expected to gain up to £2,082,000 of this funding in 2022-23 as a result of demonstrably implementing a robust asset management approach.

- 2.6 Authorities are assessed for Incentive Funding based upon their responses to a broad range of questions regarding highways asset management. DfT assesses these responses and places authorities within one of three bands. To achieve maximum funding, an authority must be placed within Band 3. The Council has previously achieved Band 3 status. A key component of this assessment process is that authorities need to demonstrate that they have a forward programme of capital schemes and that this programme has been developed based upon asset management principles. This report and associated programme of schemes will be key in supporting the Authority's case for top band status in the Incentive Fund. To further demonstrate the linkage of the programme of schemes to the Authority's asset management policies, the proposed programme will be incorporated into the approved Highways Operational Standards (HOS) document as an appendix to that document, subject to approval of the programme by this committee.
- 2.7 The Authority's asset management policies used to develop the programmes of schemes consider the resilience of the county's highway network and the programme has due regard to managing the impacts of climate change. The proposed 2 year forward programme of schemes places more emphasis on drainage and flood prevention than has been the case in previous years.
- 2.8 The proposed programmes of schemes provided as Appendix One and Appendix Two reflect the budgetary allocations, as approved by the Council's business planning processes. Schemes are identified in years one and two, whilst those scheduled to be undertaken in years 3, 4 and 5 will be assigned to specific years following further development and co-ordination with other works on the highway network.
- 2.9 The committee is also asked to delegate to the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of this committee, the commissioning of the delivery of the schemes in the capital programme, via those contracts that have been formally procured and include the provision of such works. Such delivery vehicles include the Council's contract with Milestone and the Eastern Highways Alliance Framework Contract.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

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

- The programme of schemes helps implement the Authority's policies to help provide and maintain a safe and serviceable highway network for all users, thus helping ensure that safe facilities are available for walking, cycling and other non-motorised forms of transport.

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- The proposed programme of schemes will help provide a safe highway network for all classes of users.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.5 and 2.6 regarding the Incentive Fund and its relationship to the development of a programme of schemes that is in accordance with asset management principles.

The Capital Highway Maintenance Programme 2022-24 is built on the basis of the 2021/22 grant levels (the Business Plan assumes the same level of grant for 2022/23 and onwards as the 2022/23 grant allocations have not yet been announced). Therefore, once the grant allocations are announced an update will be brought to Committee to make Committee aware of the grant allocations and any changes to the Programme.

The report details the 2-year forward programme for capital maintenance schemes and the indicative priorities for Years 3-5. The funding for any schemes previously programmed for 2021/22 but not completed will be rolled forward to allow them to be completed alongside the approved 2022/23 programme

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The report above sets out details of significant implications in paragraph 2.9 regarding the commissioning of the delivery of the programme via contracts that have already been subject to formal procurement procedures.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

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

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/**neutral**/negative Status:

There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status:

Explanation:

The programme of schemes is predicated upon timely maintenance interventions, obviating the need for deeper, more disruptive treatments at later dates.

This will mean that users of the county's highway network will face less disruption due to roadworks. Therefore, there will be less need for traffic to undertake additional mileage due to diversion routes and traffic will spend less time waiting at traffic lights and other forms of traffic control. The reduction in anticipated disruption will mean that less carbon is emitted from the affected traffic.

It is the deeper, more expensive treatments that require the greatest use of materials and virgin aggregates. Therefore, the timely interventions advocated in the proposed programme of schemes will minimise the need for construction traffic and its associated emissions.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/**neutral**/negative Status:

There are no significant implications within this category

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/**neutral**/negative:

There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Positive/**neutral**/negative:

There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative

Explanation: Please see comments under 4.8.2. The resultant minimisation of disruption and construction traffic will help reduce air pollution, including particulates from traffic.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/**neutral**/negative

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 Head of Procurement? Yes

Name of Officer: Clare Ellis

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: Jon Munslow

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Ian Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

None

Capital Highway Maintenance Programme 2022-23 and 2023-24

Place and Economy Works Programme Summary

The totals in the table Operating the Network match the descriptions and figures approved in the business plan.
The table Highways Funding below shows where the funding is provided from to match the expenditure proposed.

Operating the Network		2022/23		2023/24	
Carriageway & Footway Maintenance including Cycle Paths	Cambridge	£	1,618,806	£	1,980,000
	East	£	1,994,000	£	1,397,000
	Fenland	£	1,092,000	£	1,608,000
	Huntingdonshire	£	1,992,000	£	1,475,406
	South	£	1,237,600	£	2,474,000
	Countywide	£	12,141,826	£	12,141,826
		£	20,076,232	£	21,076,232
Rights of Way	East	£	41,962	£	42,725
	Fenland	£	31,281	£	30,518
	Huntingdonshire	£	39,673	£	39,673
	South	£	45,777	£	45,777
	Countywide	£	76,306	£	76,306
		£	235,000	£	235,000
Bridge Strengthening	Cambridge	£	109,300	£	983,700
	East	£	-	£	-
	Fenland	£	-	£	-
	Huntingdonshire	£	491,850	£	-
	South	£	218,600	£	-
	Countywide	£	1,527,611	£	1,363,661
		£	2,347,361	£	2,347,361
Traffic Signal Replacement	Cambridge	£	108,324	£	367,986
	East	£	-	£	-
	Fenland	£	105,862	£	-
	Huntingdonshire	£	-	£	49,394
	South	£	194,490	£	-
	Countywide	£	369,505	£	360,801
		£	778,181	£	778,181

Smarter Travel Management - Integrated Highways Management Centre	Countywide	£	183,101	£	183,101
		£	183,101	£	183,101
Smarter Travel Management - Real Time Bus Information	Countywide	£	118,000	£	118,000
		£	118,000	£	118,000
Total Operating the Network		£	23,737,875	£	24,737,875

Highways Funding (£ rounded)	2022/23	2023/24
Highway Maintenance block funding (included above)	£ 10,411,000	£ 10,411,000
DfT Pothole Action Fund (included above)	£ 8,329,000	£ 8,329,000
Revenue funding provided for highway maintenance (included above)	£ 4,700,000	£ 6,000,000
Capital Funding for Highway Maintenance (included above)	£ 300,000	£ -

Total	£	23,740,000	£	24,740,000
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Cambridge City Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Josh Rutherford						
Drainage Schemes						
A1134	Cambridge	Trumpington Road	Near Porson Road/bus shelter	Drainage investigations/design	included	£ -
Footway/Cycle Schemes						
Various	Cambridge	Various City centre footways	Various	Footway repairs	£ 120,000	£ -
Unc	Cambridge	Marshall Road	Full length	Footway resurfacing	£ 105,000	£ -
Unc	Cambridge	Anstey Way/Foster Rd/Byron Square/Paget Road	Estate area	Footway resurfacing	£ 470,000	£ -
Unc	Cambridge	Fulbrooke Road	Full length	Footway resurfacing	£ 85,000	£ -
C202	Cambridge	Grantchester Road	From Barton Road to last houses	Footway resurfacing	£ 120,000	£ -
Various	Cambridge	Various City centre footways	Various	Footway repairs	£ -	£ 120,000
Unc	Cambridge	Peveral Road estate	Estate area	Footway resurfacing	£ -	£ 530,000
	Cambridge	Magdelane Street	Bridge deck pedestrian area and approach	Specialist footway surfacing/slabs	£ -	£ 25,000
C201	Cambridge	Maris/Church/Grantchester Road	Footways through to Church	Footway resurfacing	£ -	£ 175,000
Carriageway Schemes						
Unc	Cambridge	Tenison Road	From Station Road to St Barnabus Road	Carriageway resurfacing	£ 120,000	£ -
A1134/ A1303	Cambridge	Chesterton Rd/Victoria Rd/Milton Rd	Gyratory	Carriageway resurfacing	£ 598,806	£ -
C286	Cambridge	Kings Hedges Road	Arbury Road to College	Carriageway resurfacing	£ -	£ 780,000
A1303	Cambridge	Madingley Road	Northampton St to Storeys Way	Carriageway resurfacing/drainage	£ -	£ 350,000
					£ 1,618,806	£ 1,980,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be re

This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
Unc	Castle	Arundel Close	Tavistock Road to end	Micro Asphalt	included	-
Unc	Abbey	Barnes Close	Peverel Road to end	Micro Asphalt	included	-
Unc	Castle	Belmore Close	Warwick Road to end	Micro Asphalt	included	-
Unc	Trumpington	Beverley Way	A1309 to end	Micro Asphalt	included	-
Unc	Trumpington	Bishops Court	Bishops Road to end	Micro Asphalt	included	-
Unc	Trumpington	Bishops Road	A1301 to Bishops Court	Micro Asphalt	included	-
Unc	Cherry Hinton	Blenhiem Close	Greystoke Road to end	Micro Asphalt	included	-
Unc	Cherry Hinton	Bullen Close	Missleton Court to end	Micro Asphalt	included	-
Unc	Newnham	Champneys Walk	Grange Road to end	Micro Asphalt	included	-
Unc	Castle	Chatsworth Avenue	Carisbrooke Road to end	Micro Asphalt	included	-
Unc	Castle	Cliveden Close	Tavistock Road to end	Micro Asphalt	included	-
Unc	Cherry Hinton	Derwent Close	Cherry Hinton Rd to Cherry Hinton Rd	Micro Asphalt	included	-
Unc	Castle	Farringford Close	Carisbrooke Road to end	Micro Asphalt	included	-
Unc	Castle	Fontwell Avenue	Tavistock Road to end	Micro Asphalt	included	-

Unc	Trumpington	Gayton Close	Beverley Way to end	Micro Asphalt	included	-
Unc	Cherry Hinton	Glenacre Close	Greystoke Road to end	Micro Asphalt	included	-
Unc	Queen Ediths	Greenlands	Red Cross Lane to end	Micro Asphalt	included	-
Unc	Cherry Hinton	Greystoke Road	Queen Ediths Way to Cherry Hinton Road	Micro Asphalt	included	-
Unc	Castle	Holyrood Close	Tavistock Road to end	Micro Asphalt	included	-
Unc	Trumpington	Lantree Crescent	Bishops Road to end	Micro Asphalt	included	-
Unc	Abbey	Latimer Close	Peverel Road to end	Micro Asphalt	included	-
Unc	Castle	Lexington Close	Carisbrooke Road to end	Micro Asphalt	included	-
Unc	Castle	Lingholme Close	Warwick Road to end	Micro Asphalt	included	-
Unc	Cherry Hinton	Missleton Court	Cherry Hinton Rd to end	Micro Asphalt	included	-
Unc	Abbey	Peverel Close	Peverel Road to end	Micro Asphalt	included	-
Unc	Abbey	Peverel Road	Barnwell Road to end	Micro Asphalt	included	-
Unc	Queen Ediths	Red Cross Lane	Hills Road to end	Micro Asphalt	included	-
Unc	Trumpington	Scotsdowne Road	Alpha Crescent to Beverley Way	Micro Asphalt	included	-
Unc	Trumpington	Sefton Close	Scotsdowne Road to end	Micro Asphalt	included	-
Unc	Trumpington	Southbrooke Close	Scotsdowne Road to end	Micro Asphalt	included	-
Unc	Cherry Hinton	St Bede's Crescent	Walpole Road to Walpole Road	Micro Asphalt	included	-
Unc	Queen Ediths	Stansgate Avenue	Red Cross Lane to end	Micro Asphalt	included	-
Unc	Castle	Stratfield Close	Tavistock Road to end	Micro Asphalt	included	-
Unc	Castle	Tavistock Road	Carisbrooke Road to Carisbrooke Road	Micro Asphalt	included	-
Unc	Cherry Hinton	Ventress Farm Court	Greystoke Road to end	Micro Asphalt	included	-
Unc	Cherry Hinton	Walpole Road	Birdwood Road to St Bede's Crescent	Micro Asphalt	included	-
Unc	Trumpington	Wingate Way	A1309 to end	Micro Asphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
	Cambridge	Hurst Park Avenue		Slurry Sealing	included	-
	Cambridge	Arbury Road		Slurry Sealing	included	-
	Cambridge	Barnwell Road		Slurry Sealing	included	-
	Cambridge	Belgrave Road		Slurry Sealing	included	-
	Cambridge	Birdwood Road		Slurry Sealing	included	-
	Cambridge	Blinco Grove		Slurry Sealing	included	-
	Cambridge	Bourne Road		Slurry Sealing	included	-
	Cambridge	Chapel Street		Slurry Sealing	included	-
	Cambridge	Derwent Close		Slurry Sealing	included	-
	Cambridge	Ekin Road		Slurry Sealing	included	-
	Cambridge	Grantchester Street		Slurry Sealing	included	-
	Cambridge	Gray Road		Slurry Sealing	included	-
	Cambridge	Highworth Avenue		Slurry Sealing	included	-
	Cambridge	Kendal Way		Slurry Sealing	included	-
	Cambridge	Leys Avenue		Slurry Sealing	included	-
	Cambridge	Leys Road		Slurry Sealing	included	-
	Cambridge	Queen Ediths Way		Slurry Sealing	included	-
	Cambridge	Ramsden Square		Slurry Sealing	included	-

	Cambridge	Stanesfield Road		Slurry Sealing	included	-
	Cambridge	Wadloes Road		Slurry Sealing	included	-
	Cambridge	Ward Road		Slurry Sealing	included	-
	Cambridge	Woodlark Road		Slurry Sealing	included	-
	Cambridge	Barton Close		Slurry Sealing	included	-
	Cambridge	Eltisley Avenue		Slurry Sealing	included	-
	Cambridge	Newnham Croft Street		Slurry Sealing	included	-
	Cambridge	Newnham Road		Slurry Sealing	included	-
	Cambridge	Perse Way		Slurry Sealing	included	-
	Cambridge	Woodlark Road		Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Gareth Guest						
N/A	Cambridge	Carter Bridge	Footbridge	FB refurbishment	£ 109,300	£ 437,200
A1134	Cambridge	Newmarket Road	Barnwell Railway Old Bridge	Arch repair	£ -	£ 163,950
C281	Cambridge	Brooklands Ave	Brooklands Ave Bridge	Strengthen bridge deck	£ -	£ 382,550
					£ 109,300	£ 983,700

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Richard Ling						
Unc	Cambridge	Cherry Hinton High Street	near Fernlea Close/Railway Street		£ 52,931	£ -
A1134	Cambridge	The Fen Causeway	Near Coe Fen/Leys School	Upgrade signal heads	£ 6,155	£ -
C279	Cambridge	Green End Road	Near Cam Sight	Refurbish signals	£ 49,238	£ -
A1303	Cambridge	Madingley Road	At Lady Margaret Road	Refurbish signals at junction	£ -	£ 269,198
C296	Cambridge	Trumpington Street	Near Labs (zebra)	Convert to Zebra	£ -	£ 24,697
C279	Cambridge	Green End Road	Near Kendel Way	Convert to Zebra	£ -	£ 24,697
A1134	Cambridge	Fen Causeway	Near Newnham Road	Refurbish signals	£ -	£ 49,394
					£ 108,324	£ 367,986

East Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Josh Rutherford						
Drainage Schemes						
Unc	Little Thetford	Various	Throughout village	Drainage investigations	included	£ -
Unc	Soham	Pratt Street	Catchment area investigation	Drainage investigations	included	£ -
Footway/Cycle Schemes						
Unc	Haddenham	Glebe Way	All estate	Footway resurfacing	£ 110,000	£ -
Unc	Littleport	Main Street/Victoria Street	Place to place	Replace/relay SEP's	£ 80,000	£ -
Unc	Littleport	Upton Place	All estate	Footway resurfacing	£ 154,000	£ -
C315	Ely	St Marys Street	Sections of damaged footway	Relay/replace slabs	£ 55,000	£ -
Unc	Haddenham	Chewells Close	All estate	Footway resurfacing	£ -	£ 54,000
Unc	Haddenham	Perry Close	All estate	Footway resurfacing	£ -	£ 93,000
B1411	Ely	Downham Road	Footway towards Little Downham from A10	Footway resurfacing	£ -	£ 100,000
Unc	Little Downham	Eagles Lane	Along road	Footway resurfacing	£ -	£ 90,000
Unc	Little Downham	Orchard Estate/Kiln Close	All estate	Footway resurfacing	£ -	£ 60,000
Carriageway Schemes						
B1380	Sutton	Chain Causeway	South of Sutton	Carriageway reconstruction	£ 185,000	£ -
B1382	Littleport/ Prickwillow	Mile End Road	A1101 to level crossing	Carriageway reconstruction	£ 1,410,000	£ -
A1101	Little Downham/ Littleport	Bates Drove	Various sections	Carriageway reconstruction	£ -	£ 1,000,000
					£ 1,994,000	£ 1,397,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be ren
This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
A142	Ely	Stuntney Causeway	Bypass roundabout to Barway junction	Surface Dressing	included	-
B1061	Stetchworth	Dullingham Road	Roundwood Road to County boundary	Surface Dressing	included	-
C146	Chippenham	Freckenham Road	B1104 to County boundary	Surface Dressing	included	-
C317	Ely	Station Road	Railway bridge to byass Rndbt	Surface Dressing	included	-
Unc	Chippenham	Badlingham Road	High Street to County Boundary	Surface Dressing	included	-
Unc	Wentworth	Main Street	Church Road to end	Surface Dressing	included	-
B1382	Ely	Prickwillow Road	Kings Ave Rndbt to Lilse Lane Rndbt	Grip Fibre	included	-
Unc	Wilburton	Broadway	Clarks Lane to Station Road	Grip Fibre	included	-
Unc	Wilburton	Clarks Lane	High Street to Broadway	Grip Fibre	included	-
Unc	Ely	Davison Road	Lynn Road to Kilkenny Avenue	Grip Fibre	included	-
Unc	Wilburton	Bakery Close	High Street to end	Micro Asphalt	included	-
Unc	Ely	Clayway	Larkfield Road to end	Micro Asphalt	included	-

Unc	Sutton	Fairfield	High Street to end	Micro Asphalt	included	-
Unc	Ely	Fitzgerald Close	Lumley Close to end	Micro Asphalt	included	-
Unc	Little Downham	Kiln Close	Orchard Estate to end	Micro Asphalt	included	-
Unc	Ely	Larkfield Road	High Barns to end	Micro Asphalt	included	-
Unc	Wilburton	Littlefield Close	Broadway to end	Micro Asphalt	included	-
Unc	Ely	Lumley Close	Davison Road to Williams Close	Micro Asphalt	included	-
Unc	Ely	Morton Close	Davison Road to end	Micro Asphalt	included	-
Unc	Little Downham	Orchard Estate	Lawn Lane to Kiln Close	Micro Asphalt	included	-
Unc	Haddenham	Perry Close	The Ramparts to end	Micro Asphalt	included	-
Unc	Ely	Ramsey Road	Larkfield Road to end	Micro Asphalt	included	-
Unc	Wilburton	Sepping Close	Clarks Lane to end	Micro Asphalt	included	-
Unc	Wilburton	Toates Close	Broadway to Unadopted Spur	Micro Asphalt	included	-
Unc	Stretham	Top Street	High Street to Reads Street	Micro Asphalt	included	-
Unc	Little Downham	Walnut Tree Close	Cannon Street to end	Micro Asphalt	included	-
Unc	Ely	Williams Close	Lynn Road to Lumley Close	Micro Asphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
	Coveney	Main Street		Slurry Sealing	included	-
	Downham	Walnut Tree Close		Slurry Sealing	included	-
	Ely	Abbot Thurston Avenue		Slurry Sealing	included	-
	Ely	New Barns Avenue		Slurry Sealing	included	-
	Ely	Putney Hill Road		Slurry Sealing	included	-
	Ely	Soham Road		Slurry Sealing	included	-
	Ely	St Catherines		Slurry Sealing	included	-
	Ely	West Fen Road		Slurry Sealing	included	-
	Littleport	Elm Side		Slurry Sealing	included	-
	Littleport	New Road		Slurry Sealing	included	-
	Littleport	Longfield Road		Slurry Sealing	included	-
	Littleport	Parsons Lane		Slurry Sealing	included	-
	Soham	High Street		Slurry Sealing	included	-
	Swaffham Bulbeck	High Street - Shop to Black Horse Pub		Slurry Sealing	included	-
	Wicken	Chapel Lane		Slurry Sealing	included	-
	Wicken	Cross Green		Slurry Sealing	included	-
	Wicken	Drury Lane		Slurry Sealing	included	-
	Wicken	High Street		Slurry Sealing	included	-
	Wicken	North Street		Slurry Sealing	included	-
	Wicken	Pond Green		Slurry Sealing	included	-
	Wicken	The Crescent		Slurry Sealing	included	-
	Witchford	Manor Road		Slurry Sealing	included	-

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
C154	Wilburton	Pools Road	At Station Road junction	Upgrade VRS	included	-
B1382	Prickwillow	Mile End Road	Culvert near level crossing	Upgrade VRS	included	-
C218	Swaffham Bulbeck	Swaffham Heath Road	Bridge over A14/A11	Upgrade VRS	included	-

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke					
Various	Various IDB Areas	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 15,717	£ 16,785
Various	Various	Various	Scrub removal to support grass cutting & Surface repair	£ 16,785	£ 18,311
Byway 20	Soham	Soham Byway 20	Scrub Clearance	£ 1,831	£ -
Various	Various	Various	Improving access to the ROW Network	£ 7,630	£ 7,630
				£ 41,962	£ 42,725

Fenland Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Josh Rutherford						
Drainage Schemes						
B1542	Wisbech	North Brink	Throughout road	Drainage improvement scheme	included	£ -
B1040	Pondersbridge	Ramsey Road	Near 274	Drainage improvement scheme	included	£ -
A605	Whittlesey	Peterborough Rd/West End/Whitmore St	Throughout road	Drainage investigations	included	£ -
Unc	Chatteris	Eden Crescent	Throughout road	Drainage investigations	included	£ -
Unc	March	Brewin Avenue	Throughout estate	Drainage investigations	included	£ -
Unc	March	Sycamore Close	Throughout road	Drainage investigations	included	£ -
Unc	Wimblington	Blue Lane	Various locations	Drainage investigations	included	£ -
Footway/Cycle Schemes						
Unc	March	Queen St/Queen St Close	All footways, leading to ped. access for school	Footway resurfacing	£ 87,000	£ -
A605	Whittlesey	Kings Delph	Layby to beyond houses on north side only	Footway resurfacing	£ 95,000	£ -
Unc	Doddington	Eastalls/Bevills/Walden	All estate	Footway resurfacing	£ 240,000	£ -
B1050	Chatteris	London Road	Stocking Drove back to houses	Footway resurface/widen	£ -	£ 75,000
Unc	Chatteris	Wenny Estate	All estate	Footway resurfacing/kerbs	£ -	£ 160,000
Unc	Wisbech	Fen Close (inc Footpath to Fenland Rd)	All estate	Replace slabs with bitumen	£ -	£ 24,000
Unc	Wisbech	Hawkins Drive	All estate	Replace slabs with bitumen	£ -	£ 26,000
Unc	Wisbech	Seventh Ave (inc footpath from Mount Drive to Moneybank)	All estate	Replace slabs with bitumen	£ -	£ 40,000
Unc	March	West End	Nr Waveney Drive	Footway reconstruction	£ -	£ 52,000
B1187	Murrow	Murrow Bank	From Station Drive to school entrance	Footway resurface	£ -	£ 29,000
B1187	Guyhirn	High Road	Selwyn Corner to end of footway	Footway resurface	£ -	£ 62,000
Carriageway Schemes						
A1101	Wisbech	North End	From Sandyland to Burcroft Rd	Carriageway resurfacing	£ 185,000	£ -
B1187	Guyhirn	Gull Road	From A47 link to bends beyond Gull Drove	Carriageway strengthen/shape	£ 485,000	£ -
A1101	Wisbech	Freedom Bridge	Roundabout and approaches only	Carriageway resurfacing	£ -	£ 210,000
A141	Chatteris	Fenland Way	Roundabout to Roundabout	Carriageway strengthen/resurface	£ -	£ 930,000
					£ 1,092,000	£ 1,608,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be re
This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
B1093	Benwick	Whittlesey Road	Doddington Road to Back Reach Drove	Surface Dressing	included	-
B1101	March	Elm Road	30mph to Twenty Foot Road	Surface Dressing	included	
C13	Gorefield	High Road	Speed limit to Speed limit	Surface Dressing	included	
C69	Turves	March Road	Speed limit to A605	Surface Dressing	included	
Unc	Gorefield	Back Road	Wolf Lane to Cattle Dyke	Surface Dressing	included	-

Unc	Wisbech St Marys	Bevis Lane	B1542 to North Brink	Surface Dressing	included	-
Unc	Doddington	Church Lane	Back of Three Tuns Junc to Turn Fen Lane	Surface Dressing	included	-
Unc	Doddington	Eastmoor Lane	Church Lane to Peyton Close	Surface Dressing	included	-
Unc	Wisbech	Lords Lane	B1542 to North Brink	Surface Dressing	included	-
C35	Friday Bridge	Needham Bank	County boundary to Kirkham's Lane	Grip Fibre	included	
Unc	March	Atlantic Close	Gresley Way to end	Micro Asphalt	included	-
Unc	Whittlesey	Bank Close	Aliwal Road to end	Micro Asphalt	included	-
Unc	March	Berryfield	Elm Road to end	Micro Asphalt	included	-
Unc	Whittlesey	Braemar Gardens	Berryfield to end	Micro Asphalt	included	-
Unc	March	Bramble Walk	Berryfield to end	Micro Asphalt	included	-
Unc	Chatteris	Burnsfield Street	Station Street to end	Micro Asphalt	included	-
Unc	March	Burnet Gardens	Berryfield to end	Micro Asphalt	included	-
Unc	Whittlesey	Cherry Tree Grove	Sycamore Road to end	Micro Asphalt	included	-
Unc	Whittlesey	Crossway Hand	Stonald Road to Peterborough Road	Micro Asphalt	included	-
Unc	Chatteris	Fairview Avenue	Fairview Drive to end	Micro Asphalt	included	-
Unc	Chatteris	Fairview Crescent	Fairview Drive to end	Micro Asphalt	included	-
Unc	Chatteris	Fairview Drive	Fairway to Fairview Avenue	Micro Asphalt	included	-
Unc	Chatteris	Fairview Gardens	Fairview Drive to end	Micro Asphalt	included	-
Unc	Whittlesey	Gracious Street	Orchard Street to Windmill Street	Micro Asphalt	included	-
Unc	Chatteris	Green Park	New Road to end	Micro Asphalt	included	
Unc	March	Gresley Way	Norwood Road to end	Micro Asphalt	included	
Unc	March	Milner Close	Station Road to end	Micro Asphalt	included	
Unc	Whittlesey	New Road	Inhams Road to Primary School	Grip Fibre	included	
Unc	March	Newlands Avenue	Station Road to end	Micro Asphalt	included	
Unc	March	Pacific Close	Gresley Way to end	Micro Asphalt	included	
Unc	March	Peterhouse Crescent	Elm Road to end	Micro Asphalt	included	
Unc	March	The Hollies	Berryfield to end	Micro Asphalt	included	
Unc	March	The Laurels	Berryfield to end	Micro Asphalt	included	
Unc	Friday Bridge	Tower Road	Maltmas Drove to end	Micro Asphalt	included	
Unc	Whittlesey	Windmill Street	Stonald Road to end	Micro Asphalt	included	
Unc	Chatteris	Windsor Close	Green Park to end	Micro Asphalt	included	

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
	Chatteris	The Elms		Slurry Sealing	included	-
	Chatteris	West Street		Slurry Sealing	included	-
	Doddington	Ancaster Way		Slurry Sealing	included	-
	Elm	Well End		Slurry Sealing	included	-
	Leverington	Perry Road		Slurry Sealing	included	-
	Leverington	Seafeld Road		Slurry Sealing	included	-
	Leverington	St Leonards Road		Slurry Sealing	included	-
	Leverington	Woodgate Road		Slurry Sealing	included	-
	Manea	School Lane		Slurry Sealing	included	-

	March	Green Street		Slurry Sealing	included	-
	March	Kingsley Street		Slurry Sealing	included	-
	March	Richmond Avenue		Slurry Sealing	included	-
	March	The Shires		Slurry Sealing	included	-
	March	Westwood Avenue		Slurry Sealing	included	-
	Whittlesey	Coronation Avenue		Slurry Sealing	included	-
	Whittlesey	Low Cross		Slurry Sealing	included	-
	Whittlesey	Otago Close		Slurry Sealing	included	-
	Whittlesey	Plough Crescent		Slurry Sealing	included	-
	Whittlesey	Tower Close		Slurry Sealing	included	-
	Wimblington	St Peters Drive		Slurry Sealing	included	-

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
Unc	Parson Drove	Johnsons Drove		Recycle carriageway	included	-
Unc	Parson Drove	Bridge Drove		Recycle carriageway	included	-
C18	Newton	Fen Road		Recycle carriageway	included	-
Unc	Benwick	Chase Road		Recycle carriageway	included	-

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Richard Ling						
B1099	March	Dartford Road	Nr Marylebone Road	Refurbish signals at crossing	£ 52,931	£ -
B1099	March	Wisbech Road	Nr Hillside Road	Refurbish signals at crossing	£ 52,931	£ -
					£ 105,862	£ -

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke					
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 7,630	£ 16,022
Various	Various	Various	Scrub Clearance and Maintenance	£ 7,630	£ 10,681
Various	Various	Various	Improving access to the ROW Network	£ 3,815	£ 3,815
Byway 16	Elm	Elm Byway 16	Repair to Byway surface with planings	£ 12,207	£ -
				£ 31,281	£ 30,518

Huntingdonshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Josh Rutherford						
Drainage Schemes						
Unc	Sommersham	Parkhall Road	From village to school	Drainage investigations/design	included	£ -
Unc	Needingworth	Hawkes Lane	Throughout road	Drainage investigations/design	included	£ -
Footway/Cycle Schemes						
B1040	Ramsey	Great Whyte	Northern end	Footway resurfacing	£ 50,000	£ -
Unc	Ramsey	Little Whyte	From Great Whyte to New Road	Footway resurfacing	£ 20,000	£ -
B1428	Eaton Socon	Great North Road	nos. 80 to 134 area	Cycle/Footway resurfacing	£ 85,000	£ -
Unc	Various	Various surfaced ROW	Great Ouse Valley footways	Footway resurfacing - provisional CIL bid	£ 30,000	£ -
B1428	St Neots	St Neots Road	Throughout road	Footway resurfacing	£ 375,000	£ -
Unc	Farcet	Andrews Close	Estate footway	Footway resurfacing	£ -	£ 27,000
C111	Upwood	Huntingdon Road	From village end to near Church Lane	Footway resurfacing	£ -	£ 100,000
Unc	Buckden	The Osiers/Springfield Close inc. part of Lucks Lane	Estate footways and link	Footway resurfacing	£ -	£ 285,000
Unc	St Neots	St Neots FP4	Link through	Footway resurfacing	£ -	£ 23,000
Unc	Queens Walk	Ramsey	Footway link off Park Road	Reconstruct concrete footway	£ -	£ 22,000
B11096	Ramsey Forty Foot	Ramsey Forty Foot/Forty Foot Bank	Around bridge to houses	Footway resurfacing/ widen/inc drainage	£ -	£ 32,000
Carriageway Schemes						
B1514	Huntingdon	The Wyton Rd/Main St/Longstaff Way/Main St/Hartford Rd	Ped Crossing nr Desborough Road junction top	Carriageway resurfacing	£ 445,000	£ -
B1515	Huntingdon	St Johns St / Cromwell Walk	Sections of Ring Road inc signals approach	Carriageway resurfacing	£ 272,000	£ -
B1043 / Unc	Godmanchester	London Rd, London St, Old Court Hall, The Causeway	From Cambridge St mini roundabout to new roundabout	Carriageway resurfacing	£ 435,000	£ -
Unc	St Ives	Hill Rise	From Old Ramsey Road to Pettis Road	Carriageway resurfacing	£ 280,000	£ -
A141	Warboys	Huntingdon Road	Warboys bypass	Carriageway resurfacing	£ -	£ 986,406
					£ 1,992,000	£ 1,475,406

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be re-listed. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
A141	Warboys	Heath Road	East of Mayfield to 2018 SD joint	Surface Dressing	included	-
B660	Brington	Catworth	Molesworth Road to A14 on slip east	Surface Dressing	included	-
B660	Old Weston	Winwick Road	40mph to B662	Surface Dressing	included	-
B1040	Pidley	Pidley Sheep Lane	High Street to St Ives Road	Surface Dressing	included	-
C96	Norman Cross	Folksworth Road	Sweep arrow to 30mph	Surface Dressing	included	-
C96	Stilton	Washingley Road	Caldecote Road to Folksworth	Surface Dressing	included	-
C165	Stonely	Easton Road	B645 to Bigrams Lane	Surface Dressing	included	-
C166	Grafham	Buckden Road	Speed limit to B661	Surface Dressing	included	-
Unc	Stonely	Agden Green	B645 to B661	Surface Dressing	included	-

Unc	Southoe	Bell Lane	A1 to Lees Lane	Surface Dressing	included	-
Unc	Diddington	The Street	A1 to end	Surface Dressing	included	-
B661	Great Staughton	The Green	B645 to Dillington	Grip Fibre	included	
B1040	Warboys	Church Road	SD joint to High Street	Grip Fibre	included	-
Unc	Great Paxton	Brookside	High Street to High Street	Micro Asphalt	included	-
Unc	Eaton Ford	Browning Drive	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Burns Court	Wordsworth Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Byron Place	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Caucher Place	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Coleridge Close	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Cowpers Court	Tennyson Place to end	Micro Asphalt	included	-
Unc	Eaton Ford	Fielding Court	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Great Paxton	Glebe Close	Meadow Way to end	Micro Asphalt	included	-
Unc	Eaton Ford	Hardy Place	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Keats Court	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Kipling Place	Wordsworth Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Longfellow Place	Wordsworth Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Marlowe Court	Masefield Avenue to end	Micro Asphalt	included	-
Unc	Eaton Ford	Masefield Avenue	Milton Avenue to end	Micro Asphalt	included	-
Unc	Great Paxton	Meadow Way	Towgood Way to end	Micro Asphalt	included	-
Unc	Sawtry	Middlefield Road	Green End Road to Rockingham Road	Micro Asphalt	included	
Unc	Eaton Ford	Milton Avenue	Cross Hall Road to end	Micro Asphalt	included	
Unc	Great Paxton	Mint Lane	Meadow Way to end	Micro Asphalt	included	
Unc	Sawtry	Rockingham Road	Green End Road to Middlefield Road	Micro Asphalt	included	
Unc	Earith	School Road	Chapel Road to Greenfields	Micro Asphalt	included	
Unc	Eaton Ford	Shelley Place	Masefield Avenue to end	Micro Asphalt	included	
Unc	Eaton Ford	Spencer Close	Masefield Avenue to end	Micro Asphalt	included	
Unc	Eaton Ford	Stephenson Court	Masefield Avenue to end	Micro Asphalt	included	
Unc	Eaton Ford	Tennyson Place	Masefield Avenue to end	Micro Asphalt	included	
Unc	Eaton Ford	Wordsworth Avenue	Masefield Avenue to end	Micro Asphalt	included	

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
	Buckden	Manor Gardens		Slurry Sealing	included	-
	Buckden	Mill Road		Slurry Sealing	included	-
	Washingley	Folksworth Road		Slurry Sealing	included	-
	Little Paxton	Lakefield Avenue		Slurry Sealing	included	-
	Little Paxton	Beeson Close		Slurry Sealing	included	-
	Little Paxton	Gordon Close		Slurry Sealing	included	-
	Little Paxton	Gordon Road		Slurry Sealing	included	-
	Little Paxton	Park Avenue		Slurry Sealing	included	-
	Little Paxton	Park Close		Slurry Sealing	included	-
	Little Paxton	Park Drive		Slurry Sealing	included	-
	Little Paxton	Parkside		Slurry Sealing	included	-
	Little Paxton	Parkway		Slurry Sealing	included	-

	Little Paxton	Reynolds Drive		Slurry Sealing	included	-
	Little Paxton	River Close		Slurry Sealing	included	-
	Little Paxton	The Crofts		Slurry Sealing	included	-
	Little Paxton	Willow close		Slurry Sealing	included	-
	Offord Darcy	Orchard Way		Slurry Sealing	included	-
	Ramsey	Orchard Way		Slurry Sealing	included	-
	Sawtry	Bramble End		Slurry Sealing	included	-
	Sawtry	Crabapple Close		Slurry Sealing	included	-
	Sawtry	Cromwell Way		Slurry Sealing	included	-
	Sawtry	Deer Park Road		Slurry Sealing	included	-
	Sawtry	Hunters Way		Slurry Sealing	included	-
	Sawtry	Laurel Close		Slurry Sealing	included	-
	Sawtry	Maple Close		Slurry Sealing	included	-
	Sawtry	Middlefield Road		Slurry Sealing	included	-
	Sawtry	Papyrus Way		Slurry Sealing	included	-
	Sawtry	Rockingham Road		Slurry Sealing	included	-
	Sawtry	The Briars		Slurry Sealing	included	-
	Sawtry	Windsor Road		Slurry Sealing	included	-
	Somersham	Hereford Close		Slurry Sealing	included	-
	Somersham	Pennway		Slurry Sealing	included	-
	Somersham	Six Bells		Slurry Sealing	included	-
	Southoe and Midloe	Lees Lane		Slurry Sealing	included	-
	St Ives	Blackhills Road		Slurry Sealing	included	-
	St Ives	Great How		Slurry Sealing	included	-
	St Ives	Meadow How		Slurry Sealing	included	-
	St Ives	Pettis Road		Slurry Sealing	included	-
	St Ives	Scrolands		Slurry Sealing	included	-
	St Neots	Cromwell Road		Slurry Sealing	included	-
	St Neots	Field Cottage Road		Slurry Sealing	included	-
	St Neots	Kings Road		Slurry Sealing	included	-
	St Neots	Marston Road		Slurry Sealing	included	-
	St Neots	Naseby Gardens		Slurry Sealing	included	-
	St Neots	Pepys Road		Slurry Sealing	included	-
	St Neots	Sandwich Road		Slurry Sealing	included	-
	St Neots	Willow Close		Slurry Sealing	included	-
	Yaxley	The Green		Slurry Sealing	included	-

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
Unc	Ramsey	Hollow Lane/Ramsey Hollow Drove		Recycle carriageway	included	-

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
Unc	Little Stukeley	Low Road	Bridge over A14/A1307	Upgrade VRS	included	-
Unc	St Neots	Bushmead Road	Bridge over A1	Upgrade VRS	included	-
C86	Ramsey	Bodsey Toll Road	River Bridge	Upgrade VRS	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Gareth Guest						
Unc	St Ives	London Rd	St Ives Flood Arches	Brick Parapet rebuild on listed structure	£ 273,250	£ -
Unc	Yaxley	Askews Lane	Askews Bridge	Repairs to brick arch/reconstruction	£ 218,600	£ -
					£ 491,850	£ -

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2021/22 £	Budget 2022/23 £
Contact Officer: Richard Ling						
B1043	St Neots	Huntingdon Road	Near The Crescent	Refurbish signals at crossing	£ -	£ 49,394
					£ -	£ 49,394

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2021/22 £	Budget 2022/23 £
Contact Officer: Jon Clarke					
FP3	Stow Longa	FP3	Works to make definitive line available or to assist landowners with appropriate diversion	£ -	£ 6,104
Various	Warboys	Various	Surfacing works to various FPs in Warboys	£ 5,341	£ -
Various	Various	Ouse Valley Way	Works to surfacing, gates and waymarking along in the Ouse Valley area between St Neots	£ 16,785	£ 12,207
Various	Various	Various	Improving PROW Signage and waymarking	£ 3,815	£ 3,815
Various	Various	Various	Gate and surfacing works to various byways	£ 13,733	£ 17,548
				£ 39,673	£ 39,673

South Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Josh Rutherford						
Drainage Schemes						
C269	Meldreth	Fenny Lane	Near High Street/North End	Drainage improvement scheme	included	£ -
A1198	Shingay cum Wendy	Ermine Street	At Shingay turn	Drainage improvement scheme	included	£ -
B1053	Linton	High Street	Nr PH and no. 54	Drainage investigations/design	included	£ -
Unc	Linton	Lambsfair	Throughout road	Drainage investigations/design	included	£ -
C186	Willingham	Over Road	Various locations through road	Drainage investigations/design	included	£ -
C232	Fulbourne	Station Road	Various locations through road	Drainage investigations/design	included	£ -
C210	Waterbeach	Chapel Street	From Londis	Drainage investigations/design	included	£ -
Footway/Cycle Schemes						
Unc	Longstanton	Prentice Close	Full estate	Footway resurfacing	£ 150,000	£ -
Unc	Hildersham	High Street	From crossroads to Church	Provide kerb/drainage & reconstruct footway	£ 52,000	£ -
Unc	Milton	Knights Way	Full estate	Footway resurfacing	£ 42,000	£ -
C210	Horningsea	High Street	Through village	Footway resurfacing	£ 180,000	£ -
C260	Harlton	High Street	From Washpit Lane to nr. Pub	Footway resurfacing	£ 60,000	£ -
C197	Westwick	Station Road	From bridge to nursery	Footway resurfacing/widening	£ 35,000	£ -
Unc	Willingham	FP6 - The Cramp	Full length of footway link	Footway resurfacing	£ -	£ 30,000
Unc	Castle Camps	High Street	Through High Street	Footway resurfacing	£ -	£ 90,000
Unc	Swavesey	Whitton Close	Full estate	Footway resurfacing	£ -	£ 220,000
Unc	Horseheath	Haverhill/Linton Road	Full length	Footway resurfacing	£ -	£ 110,000
C194	Madingly	High Street	From Village Hall to Dry Drayton Road	Footway resurfacing/granite kerb reset	£ -	£ 30,000
Unc	Girton	Woody Green	Seperate footway link to houses	Footway resurfacing	£ -	£ 24,000
Unc	Cottenham	Pelham Way	All length	Footway resurfacing	£ -	£ 92,000
Carriageway Schemes						
C244	Linton	Bartlow Road	From A1307 to High Street	Carriageway resurfacing	£ 190,600	£ -
A1307	Hildersham	Cambridge Road	Either side of High Street junction/GCP works	Carriageway resurfacing	£ 140,000	£ -
A1307	Babraham	Cherry Hinton rounabout and approaches	Cherry Hinton rounabout and approaches	Carriageway resurfacing	£ 66,000	£ -
B1049	Impington	Cambridge Road	Roundabout/interchange	Carriageway resurfacing	£ 322,000	£ -
B1050	Willingham	Earith Road	From Caravan Pk to village	Carriageway resurfacing	£ -	£ 558,000
A10	Milton	Milton Interchange/Bypass	Interchange over A14 to Butt Lane	Carriageway resurfacing	£ -	£ 1,320,000
					£ 1,237,600	£ 2,474,000

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

The surface treatment schemes listed here are provisional dependant upon a final condition inspection. Schemes that have deteriorated to far for the treatment to be cost effective may be ren
This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
C213	Fen Ditton	High Ditch Road	30mph speed limit to Newmarket Road	Surface Dressing	included	-
C232	Wilbraham	Station Road	30mph Gt Wilbraham to 30mph Fulbourn	Surface Dressing	included	-
C238	Weston Colville	Mill Hill	B1052 to Church End to Common Rd Junc	Surface Dressing	included	-

C248	Great Shelford	Hinton Way	A1307 to Leeway Avenue	Surface Dressing	included	-
C261	Shepreth	Barrington Road	30mph to 30mph	Surface Dressing	included	-
C270	Whaddon	Whaddon Gap	A1198 to 30mph Meldreth Road	Surface Dressing	included	-
Unc	Hildersham	Balsham Road	Cambridge Road to Little Abington Road	Surface Dressing	included	-
Unc	Elsworth	Brockley Road	Speed limit Elsworth to Cambridge Rndbt	Surface Dressing	included	-
Unc	Knapwell	Knapwell Wood Road	2021 SD joint to St Neots Road	Surface Dressing	included	-
Unc	Little Abington	Newmarket Road	Service Station Rndbt to Pampisford Rndbt	Surface Dressing	included	-
C249	Sawston	Hillside	Babraham Road to mini rndbt	Grip Fibre	included	-
C271	Litlington	Bassingbourn Road	30mph to Brook Bridge	Grip Fibre	included	-
C262	Foxton	High Street	2019 SD joint to A10 junction	Grip Fibre	included	-
Unc	Guilden Morden	Bells Meadow	Foxhill Road to end	Micro Asphalt	included	-
Unc	Sawston	Brookfield Road	London Road to end	Micro Asphalt	included	-
Unc	Impington	Burrough Field	Cambridge Road to end	Micro Asphalt	included	-
Unc	Guilden Morden	Cannons Close	Foxhill Road to end	Micro Asphalt	included	-
Unc	Linton	Chalklands	Back Road to end	Micro Asphalt	included	-
Unc	Steeple Morden	Craft Way	Hay Street to end	Micro Asphalt	included	-
Unc	Sawston	Granta Road	Springfield Road to Meadowfield Road	Micro Asphalt	included	-
Unc	Weston Green	Horseshoe's Lane	The Green to end	Micro Asphalt	included	-
Unc	Sawston	Meadowfield Road	London Road to end	Micro Asphalt	included	-
Unc	Histon	Melvin Way	Park Lane to end	Micro Asphalt	included	-
Unc	Histon	Narrow Lane	No 48 to No 59	Micro Asphalt	included	-
Unc	Histon	Park Avenue	Park Lane to Somerset Road	Micro Asphalt	included	-
Unc	Waterbeach	Payton Way	Rosemary Lane to end	Micro Asphalt	included	-
Unc	Orwell	Pearmains Close	Lotfield Street to end	Micro Asphalt	included	-
Unc	Waterbeach	Providence Way	Denny End Road to end	Micro Asphalt	included	-
Unc	Teversham	Sheppard Way	High Street to end	Micro Asphalt	included	-
Unc	Balsham	Sleford Close	High Street to end	Micro Asphalt	included	-
Unc	Sawston	Springfield Road	London Road to Granta Road	Micro Asphalt	included	-
Unc	Waterbeach	Spurgeons Avenue	Way Lane to end	Micro Asphalt	included	-
Unc	Balsham	The Brambles	West Wickham Road to end	Micro Asphalt	included	-
Unc	Impington	The Coppice	Cambridge Road to end	Micro Asphalt	included	-
Unc	Linton	The Woodlands	Back Road to end	Micro Asphalt	included	-
Unc	Balsham	Trinity Close	High Street to end	Micro Asphalt	included	-
	Teversham	Whitgift Road	High Street to end	Micro Asphalt	included	-

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Preventative treatment applied to the existing footway surface to extend the life of the footway

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
	Barrington	Orwell Road		Slurry Sealing	included	-
	Barton	Kings Grove		Slurry Sealing	included	-
	Bassingbourn Cum Kneesworth	Clarks Way		Slurry Sealing	included	-
	Bassingbourn Cum Kneesworth	Elm Tree Drive		Slurry Sealing	included	-
	Bassingbourn Cum Kneesworth	The Fillance		Slurry Sealing	included	-
	Bassingbourn Cum Kneesworth	Walnut Tree		Slurry Sealing	included	-
	Bourn	Arms Hill		Slurry Sealing	included	-
	Bourn	High Street, Fox Road, Gills Hill		Slurry Sealing	included	-
	Bourn	Kingfisher Close		Slurry Sealing	included	-
	Castle Camps	Claydon Close		Slurry Sealing	included	-
	Caxton	Brockhold Road		Slurry Sealing	included	-
	Caxton	Brockholt Road		Slurry Sealing	included	-
	Caxton	Ermine Street		Slurry Sealing	included	-
	Caxton	Kings Gate		Slurry Sealing	included	-
	Comberton	Footpath between Harbour Avenue & Foxes Way		Slurry Sealing	included	-
	Comberton	South Street		Slurry Sealing	included	-
	Elsworth	Boxworth Road		Slurry Sealing	included	-
	Foxton	Illingworth Way		Slurry Sealing	included	-
	Fulbourn	Haggis Gap		Slurry Sealing	included	-
	Fulbourn	Pierce Lane		Slurry Sealing	included	-
	Girton	Bandon Road		Slurry Sealing	included	-
	Girton	St Vincents Close		Slurry Sealing	included	-
	Girton	Thornton Road		Slurry Sealing	included	-
	Girton	Thornton Way		Slurry Sealing	included	-
	Great Wilbraham	Angle End		Slurry Sealing	included	-
	Haslingfield	Badcock Road		Slurry Sealing	included	-
	Haslingfield	New Road		Slurry Sealing	included	-
	Heydon	Fowlmere Road		Slurry Sealing	included	-
	Histon	Merton Road		Slurry Sealing	included	-
	Histon	Mill Lane		Slurry Sealing	included	-
	Histon	Somerset Road		Slurry Sealing	included	-
	Impington	Homefield Close		Slurry Sealing	included	-
	Impington	Impington Lane		Slurry Sealing	included	-
	Impington	Milton Road		Slurry Sealing	included	-
	Linton	Bartlow Road		Slurry Sealing	included	-
	Linton	High Street		Slurry Sealing	included	-
	Little Eversden	Harlton Road		Slurry Sealing	included	-
	Little Shelford	Newton Road		Slurry Sealing	included	-
	Longstanton	Eversden Road		Slurry Sealing	included	-

	Longstanton	Haddows Close		Slurry Sealing	included	-
	Longstanton	Spiggots Close		Slurry Sealing	included	-
	Milton	Old School Lane		Slurry Sealing	included	-
	Oakington and Westwick	Home Close		Slurry Sealing	included	-
	Oakington and Westwick	Lowbury Crescent		Slurry Sealing	included	-
	Oakington and Westwick	Mead View		Slurry Sealing	included	-
	Orwell	Meadowcroft Way		Slurry Sealing	included	-
	Over	Websters Way		Slurry Sealing	included	-
	Teversham	Sheppard Way		Slurry Sealing	included	-
	Waterbeach	Denny End Road		Slurry Sealing	included	-

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
Unc	Willingham	Meadow Road/Hempsals Road		Recycle carriageway	included	-
Unc	Boxworth	Battlegate Road		Recycle carriageway	included	-

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke						
A505	Duxford	M11 Interchange	Towards Duxford/Whittlesford	Upgrade VRS	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Gareth Guest						
C198	Girton	Oakington Road	North of Girton	Parapet headwall and invert recon	£ 218,600	£ -
					£ 218,600	£ -

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Richard Ling						
B1050	Willingham	High Street	At Station Road	Refurbish signals at junction	£ 141,559	£ -
C198	Girton	Cambridge Road	Nr Orchard Close	Refurbish signals at crossing	£ 52,931	£ -
					£ 194,490	£ -

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke					
BY 4	Balsham	BY 4	Scrub clearance - E2 Long Distance Route between Balsham Roads	£ 6,104	£ 6,104
BY 12	Haslingfield	BY 12	Supply plant and labour to level material delivered from Capital Works	£ 7,630	-
BY 3	Hauxton	BY 3	Clear scrub from both sides and remove any fallen branches	£ 9,155	-
BY 10	Melbourn	BY 10	Clear scrub and repair 800m of surface by importing material	£ 7,630	-
BY 1	Rampton	BY 1	Supply plant and labour to level material delivered from South Cambridgeshire Capital Works	£ 9,155	-
BR 2	Stapleford	BR 2	Level surface, compact and reseed	£ 6,104	-
BY 48	Castle Camps	BY 48	Fill ruts with reclaimed material and road planings along 420 metre section (970 tonne), install drainage, profile surface to form natural drainage to field drain	-	£ 15,259
FP 15	Fulbourn	FP 15	Scrub clearance along sides	-	£ 9,155
BR 20	Histon	BR 20	Clear scrub on west and north sides of Bridleway	-	£ 6,104
BR 23	Over	BR 23	Repair ruts, cut back vegetation to sides and install gates to restrict vehicular access	-	£ 4,578
BR 5	Swavesey	BR 5	Scrub clearance along top of bank to clear access for horse riders	-	£ 4,578
				£ 45,777	£ 45,777

Countywide Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Jon Clarke		
Countywide capitalised road patching	£ 905,662	£ 905,662
Locally determined minor capital schemes	£ 566,163	£ 566,163
Countywide Surface Treatment programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 2,648,895	£ 2,648,895
Preparation for surface treatment schemes, as above	£ 631,906	£ 631,906
Additional surface treatment programme - Schemes being identified	£ 2,123,977	£ 2,123,977
Countywide Retread programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 1,045,223	£ 1,045,223
Countywide safety fence renewals - programme for future years to be developed from latest condition inspections	£ 400,000	£ 400,000
Countywide footway slurry seal programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 500,000	£ 500,000
Additional footway slurry sealing programme - Schemes being identified	£ 2,000,000	£ 2,000,000
Additional footway resurfacing programme - Schemes for future years to be confirmed	£ -	£ -
Contact Officer: Josh Rutherford / Barry Wylie		
Drainage Improvements - Schemes listed under District/City areas. Schemes being designed or under development for later years.	£ 1,000,000	£ 1,000,000
Investigation and design for future schemes	£ 320,000	£ 320,000
	£ 12,141,826	£ 12,141,826

Rights of Way

Maintaining the Rights of Way network

Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Gareth Guest / Jon Clarke		
Fund to repair, replace and upgrade bridges as a result of inspections	£ 74,806	£ 74,806
Signage as a result of Definitive map changes	£ 1,500	£ 1,500
	£ 76,306	£ 76,306

Bridge Strengthening

Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Gareth Guest		
Design for future years schemes & capitalised minor improvements	£ 1,527,611	£ 1,254,361
Infill disused railway bridges	£ -	£ 109,300
	£ 1,527,611	£ 1,363,661

Traffic Signal Replacement

Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Richard Ling		
Design for future years schemes	£ 18,462	£ 18,523
School Warning Sign	£ 49,238	£ 37,046
Remote Monitoring System replacement	£ 301,805	£ 305,232
	£ 369,505	£ 360,801

Smarter Travel Management - Integrated Highway Management Centre

The Integrated Highways Management Centre(IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.

Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Sonia Hansen		
Expand our existing Intelligent Transport Systems to provide further integration in delivering transport information to the public and our partners. Provide new facilities into the IHMC including additional CCTV coverage, variable message signs (VMS) and other technology to better inform the public on our highway network conditions	£ 183,101	£ 183,101
	£ 183,101	£ 183,101

Smarter Travel Management - Real Time Bus Information

Provision of real time passenger information for the bus network.

Works	Budget 2022/23 £	Budget 2023/24 £
Contact Officer: Sonia Hansen		
Add further displays to areas of key footfall and other strategic use, add or replace bus kit as fleets change and invest further in more direct channelling of information to users	£ 118,000	£ 118,000
	£ 118,000	£ 118,000

Capital Highway Maintenance Indicative list of Priority schemes 2024-25 to 2026-2027

This is an indicative list of those works we have identified as being a priority based upon our asset condition intelligence. The list will become more detailed and refined as we move forwards. We will update this indicative list based on our latest condition surveys each year.

Place and Economy Works Programme Summary

Funding provided through DfT grants for the forecasted years 2024/25 through to 2026/27 are assumed to be at the same levels as 2022/23

Operating the Network	2024/25	2025/26	2026/27
Carriageway & Footway Maintenance including Cycle Paths			
	£ 22,076,232	£ 22,076,232	£ 22,076,232
Rights of Way			
	£ 235,000	£ 235,000	£ 235,000
Bridge Strengthening			
	£ 2,347,361	£ 2,347,361	£ 2,347,361
Traffic Signal Replacement			
	£ 778,181	£ 778,181	£ 778,181
Smarter Travel Management - Integrated Highways Management Centre			
	£ 183,101	£ 183,101	£ 183,101
Smarter Travel Management - Real Time Bus Information			
	£ 118,000	£ 118,000	£ 118,000
Total Operating the Network	£ 25,737,875	£ 25,737,875	£ 25,737,875

Highways Funding (£ rounded)	2024/25	2025/26	2026/27
Highway Maintenance block funding (included above)	£ 10,411,000	£ 10,411,000	£ 10,411,000
DfT Pothole Action Fund (included above)	£ 8,329,000	£ 8,329,000	£ 8,329,000
Revenue funding provided for highway maintenance (included above)	£ 7,000,000	£ 7,000,000	£ 7,000,000
Total	£ 25,740,000	£ 25,740,000	£ 25,740,000

Cambridge City Priority Schemes - Indicative Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Josh Rutherford							
Drainage Schemes							
Further highway drainage and flood prevention schemes will be identified and programmed following assessments of flood reports and drainage investigations							
Footway/Cycle Schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
Carriageway Schemes							
Carriageway schemes will be prioritised and selected based upon their condition, anticipated rate of deterioration and increased costs to repair, and road safety considerations							
C202	Cambridge	Mill Road	Montreal Road to Coleridge Road	Carriageway resurfacing		To be confirmed	
A1303	Cambridge	Newmarket Road	Barnwell Rd roundabout to Meadowlands Rd	Carriageway resurfacing		To be confirmed	
A1307	Cambridge	Hills Road	Rathmore Rd to Cavendish Road	Carriageway resurfacing		To be confirmed	
Unc	Cambridge	Cowley Road	From access to limits of adoption	Carriageway resurfacing		To be confirmed	
C298	Cambridge	Coldhams Lane	Newmarket Road junc to/inc. Roundabout	Carriageway resurfacing		To be confirmed	

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

This preventative carriageway treatment will remain as an annually identified programme. Sites suitable for surface treatment can deteriorate quickly to a condition beyond that which is economically viable to apply a surface treatment.

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

This preventative treatment will remain as an annually identified programme. Footways suitable for slurry sealing can deteriorate quickly to a condition beyond that which is economically viable to apply this treatment.

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

The locations for years 3 to 5 for this treatment will be identified as part of a rolling programme of inspections.

Bridge Strengthening

The programme for future structure refurbishments will be developed from rolling condition inspections (Principal and General Inspections)

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Safety fence renewal schemes will be identified and delivered as part of a rolling programme of inspections

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Richard Ling							
A1134	Cambridge	Newmarket Road	Nr Park and Ride	Refurbish signals	✓		
A1134	Cambridge	Queens Road	Near Garrett Hostel Lane	Refurbish signals	✓		
C235	Cambridge	Brookfields	Nr Perne Road/Brookes Road	Refurbish signals		✓	
C235	Cambridge	Cherry Hinton Road	Nr Perne Road	Refurbish signals		✓	
A1134	Cambridge	Queen Ediths Way	Nr Wulfstan Way	Refurbish signals		✓	
C233	Cambridge	Teversham Drift	Nr mini roundabout	Refurbish signals			✓
Unc	Cambridge	Carlton Way	Nr Alex Wood Road	Refurbish signals			✓
C286	Cambridge	King Hedges Road	Nr St Kilda Avenue	Refurbish signals			✓

East Cambridgeshire Priority Schemes - Indicative Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Josh Rutherford							
Drainage Schemes							
Further highway drainage and flood prevention schemes will be identified and programmed following assessments of flood reports and drainage investigations							
Footway/Cycle Schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
Carriageway Schemes							
Carriageway schemes will be prioritised and selected based upon their condition, anticipated rate of deterioration and increased costs to repair, and road safety considerations							
A10	Littleport	Lynn Road	Two sections, nr Brandon Creek and nr A1101	Carriageway strengthen/resurface		To be confirmed	
B1104	Isleham/Soham	Prickwillow Road	Two sections, nr Great Fen Rd and Nr no 21	Carriageway reconstruction - part concrete		To be confirmed	
A1123	Wicken	Stretham Road	At Upware junction	Carriageway resurface		To be confirmed	
C141	Soham	Great Fen Road	Section from Prickwillow Road junc	Carriageway strengthen/resurface		To be confirmed	
C214	Swaffham Prior	Headlake Drove	From Lords Ground Road to crossroads	Carriageway reconstruction - part concrete		To be confirmed	
A1123	Wicken/Stretham	Dimmocks Cote Rd	Various sections	Carriageway reconstruction		To be confirmed	
B1411	Little Downham	Hundred Foot Bank	Various sections	Carriageway reconstruction - part concrete		To be confirmed	

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

This preventative carriageway treatment will remain as an annually identified programme. Sites suitable for surface treatment can deteriorate quickly to a condition beyond that which is economically viable to apply a surface treatment.

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

This preventative treatment will remain as an annually identified programme. Footways suitable for slurry sealing can deteriorate quickly to a condition beyond that which is economically viable to apply this treatment.

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

The locations for years 3 to 5 for this treatment will be identified as part of a rolling programme of inspections.

Bridge Strengthening

The programme for future structure refurbishments will be developed from rolling condition inspections (Principal and General Inspections)

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Safety fence renewal schemes will be identified and delivered as part of a rolling programme of inspections

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2024/25	2025/26	2026/27
Contact Officer: Jon Clarke						
Various	Various IDB Areas	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	✓	✓	✓
Various	Various	Various	Scrub removal to support grass cutting & Surface repair	✓	✓	✓
Various	Various	Various	Improving access to the ROW Network	✓	✓	✓

Fenland Priority Schemes - Indicative Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Josh Rutherford							
Drainage Schemes							
Further highway drainage and flood prevention schemes will be identified and programmed following assessments of flood reports and drainage investigations							
C14	Leverington	Roman Bank		Drainage investigations		To be confirmed	
Footway/Cycle Schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
Carriageway Schemes							
Carriageway schemes will be prioritised and selected based upon their condition, anticipated rate of deterioration and increased costs to repair, and road safety considerations							
C73	March	Creek Road	From Waterside Gds to Marsh Close	Carriageway strengthen/resurface		To be confirmed	
B1099	March	Upwell Road	Section Near Sixteen Foot Bank	Carriageway strengthen/resurface		To be confirmed	
B1099	March	Upwell Road	From Coleseed over Level X-ing to Cavalry roundabout	Carriageway strengthen/resurface		To be confirmed	
B1093	Whittlesey	Benwick Road	From Wype Road to Whittlesey	Carriageway strengthen/resurface		To be confirmed	
B1093	Manea	Fifty Road	Remaining section - phase 2	Carriageway strengthen/resurface		To be confirmed	
B1093	Manea	Fodder Fen Road	From Fifty Road to bend	Carriageway strengthen/resurface		To be confirmed	
B1093	Whittlesey	Benwick Road	From nr Grange Farm to nr Pidcock Fm	Carriageway strengthen/resurface		To be confirmed	
B1100	Christchurch	Padgetts Road	Two sections at either end	Carriageway strengthen/resurface		To be confirmed	
C32	Murrow	Black Drove	From A47 to Long Drove	Carriageway strengthen/resurface		To be confirmed	
C78	Doddington	Floods Ferry Road	Resurface/Reconstruct from B1093	Carriageway strengthen/resurface		To be confirmed	
C69	March	Whittlesey Road	From Whitemoor Rd to nr no.161	Carriageway strengthen/resurface		To be confirmed	
B1165	Newton	High Road	From Newton towards Tydd St Giles	Carriageway resurfacing		To be confirmed	

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

This preventative carriageway treatment will remain as an annually identified programme. Sites suitable for surface treatment can deteriorate quickly to a condition beyond that which is economically viable to apply a surface treatment.

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

This preventative treatment will remain as an annually identified programme. Footways suitable for slurry sealing can deteriorate quickly to a condition beyond that which is economically viable to apply this treatment.

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

The locations for years 3 to 5 for this treatment will be identified as part of a rolling programme of inspections.

Bridge Strengthening

The programme for future structure refurbishments will be developed from rolling condition inspections (Principal and General Inspections)

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Safety fence renewal schemes will be identified and delivered as part of a rolling programme of inspections

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Richard Ling							
A605	Whittlesey	Peterborough Road	Nr Snoots Road	Refurbish signals at crossing	✓		
A1101	Wisbech	Leverington Road	At Dowgate Road	Refurbish signals at junction	✓		

Rights of Way
Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2024/25	2025/26	2026/27
Contact Officer: Jon Clarke						
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	✓	✓	✓
Various	Various	Various	Scrub Clearance and Maintenance	✓	✓	✓
Various	Various	Various	Improving access to the ROW Network	✓	✓	✓

Huntingdonshire Priority Schemes - Indicative Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Josh Rutherford							
Drainage Schemes							
Further highway drainage and flood prevention schemes will be identified and programmed following assessments of flood reports and drainage investigations							
C177	Great Gransden	Middle Street		Drainage investigations		To be confirmed	
B1043	Great Paxton	Paxton Hill		Drainage investigations		To be confirmed	
Unc	St Ives	Greenfields (Fenstanton)		Drainage investigations		To be confirmed	
Footway/Cycle Schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
Carriageway Schemes							
Carriageway schemes will be prioritised and selected based upon their condition, anticipated rate of deterioration and increased costs to repair, and road safety considerations							
C85	Ramsey Fourty Foot	Wells Bridge	Full length of road	Carriageway resurface/recon		To be confirmed	
B1040	Ramsey St Marys	Herne Road	Form Pondersbridge towards Pecks JCB - 2 sections	Carriageway resurface/recon		To be confirmed	
B660	Holme	Long Drove	Between Holme and Ramsey St Mary - 3 sections	Carriageway resurface/recon		To be confirmed	
B1095	Farcet	Milk and Water Drove	2 sections Nr 8 Roods & Wrights Drove	Carriageway resurface/recon		To be confirmed	
B1050	Ramsey	Great Whyte	From High Street to roundabout at Tesco	Carriageway resurfacing		To be confirmed	
C339	Gt & Lt Stukely	Ermine Street	sections of resurfacing through villages	Carriageway resurfacing		To be confirmed	
C560	Ellington	Thrapston Road	Over bridge and 50m approaches	Carriageway resurfacing		To be confirmed	
B1050	Somersham	Chatteris Road	Worst setions of road - 2 sections	Carriageway resurfacing		To be confirmed	
C116	Warboys	Station Road	From Heath Road towards Puddock Road	Carriageway resurfacing		To be confirmed	
Unc	Huntingdon	America Lane	Full length of road	Carriageway resurfacing		To be confirmed	
Unc	Huntingdon	California Road	Arbury Road to the corner	Carriageway reconstruction		To be confirmed	

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

This preventative carriageway treatment will remain as an annually identified programme. Sites suitable for surface treatment can deteriorate quickly to a condition beyond that which is economically viable to apply a surface treatment.

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

This preventative treatment will remain as an annually identified programme. Footways suitable for slurry sealing can deteriorate quickly to a condition beyond that which is economically viable to apply this treatment.

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

The locations for years 3 to 5 for this treatment will be identified as part of a rolling programme of inspections.

Bridge Strengthening

The programme for future structure refurbishments will be developed from rolling condition inspections (Principal and General Inspections)

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Safety fence renewal schemes will be identified and delivered as part of a rolling programme of inspections

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2024/25	2025/26	2026/27
Contact Officer: Jon Clarke						
Various	Various	Ouse Valley Way	Works to surfacing, gates and waymarking along in the Ouse Valley area between St Neots	✓		
Various	Various	Various	Improving PROW Signage and waymarking	✓	✓	✓
Various	Various	Various	Gate and surfacing works to various byways	✓	✓	✓

South Cambridgeshire Priority Schemes - Indicative Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2024/25	2025/26	2026/27
Contact Officer: Josh Rutherford							
Drainage Schemes							
Further highway drainage and flood prevention schemes will be identified and programmed following assessments of flood reports and drainage investigations							
	Fulbourn	Geoffrty Bishop Avenue		Drainage investigations		To be confirmed	
Footway/Cycle Schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
Carriageway Schemes							
Carriageway schemes will be prioritised and selected based upon their condition, anticipated rate of deterioration and increased costs to repair, and road safety considerations							
A1307	Little Abington	Cambridge Road	Between speed limits through village	Carriageway resurfacing		To be confirmed	
A10	Milton	Ely Road	From Denny End to just past Waterbeach Lodge	Carriageway resurfacing		To be confirmed	
A1301	Great Shelford	Tunwells Lane/High Green	From Grahams Road to traffic signals junc	Carriageway resurfacing		To be confirmed	
A505	Pampisford	Causeway	From Pampisford junc to joint nr Babraham junc	Carriageway resurfacing		To be confirmed	
A603	Barton	Cambridge Road	From layby past B1046 junc	Carriageway resurfacing		To be confirmed	
C178/Unc	Bourn	Alms Hill/High Street/Caxton End	Various sections of failed carriageway	Carriageway resurfacing		To be confirmed	
C186	Over	Station Road	Traffic calming to Church End	Carriageway resurfacing		To be confirmed	
Unc	Croydon	Croydon Hill	From High St to reservoir on top of hill	Carriageway resurfacing		To be confirmed	
C192	Longstanton	School Lane	From village to B1050	Carriageway resurfacing		To be confirmed	
C184	Boxworth	High Street	From traffic calming to Manor Lane	Carriageway resurfacing		To be confirmed	
C178	Bourn	Broadway	From Sunday Market to FILCRIS	Carriageway resurfacing		To be confirmed	
Unc	Orwell/Wimpole	Wimpole Park Road/Old Wimpole Road	From A603 at Orwell to new access	Carriageway reshape/resurface		To be confirmed	
C182	Croxton	Toseland Road	From extent of new National Highways works to A428 (old) junction	Contribution to National Highways to extend resurfacing - Provisional sum dependant upon timing and extent of NH works		To be confirmed	

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

This preventative carriageway treatment will remain as an annually identified programme. Sites suitable for surface treatment can deteriorate quickly to a condition beyond that which is economically viable to apply a surface treatment.

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

This preventative treatment will remain as an annually identified programme. Footways suitable for slurry sealing can deteriorate quickly to a condition beyond that which is economically viable to apply this treatment.

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

The locations for years 3 to 5 for this treatment will be identified as part of a rolling programme of inspections.

Bridge Strengthening

The programme for future structure refurbishments will be developed from rolling condition inspections (Principal and General Inspections)

Safety Fence (VRS) renewals - Funded from Carriageway & Footway Maintenance

Safety fence renewal schemes will be identified and delivered as part of a rolling programme of inspections

Rights of Way

Maintaining the Rights of Way network

Road	Parish/Town	ROW	Works	2024/25	2025/26	2026/27
Contact Officer: Jon Clarke						
BY 10	Melbourn	BY 10	Clear scrub and repair 800m of surface by importing material	✓		
BY 48	Castle Camps	BY 48	Fill ruts with reclaimed material and road planings along 420 metre section (970 tonne), install drainage, profile surface to form natural drainage to field drain	✓		

Countywide Indicative Programme

Carriageway & Footway Maintenance including Cycle Paths

Works	2024/25	2025/26	2026/27
Contact Officer: Jon Clarke			
Countywide capitalised road patching		To be confirmed	
Locally determined minor capital schemes		To be confirmed	
Countywide Surface Treatment programme		To be confirmed	
Preparation for surface treatment schemes, as above		To be confirmed	
Additional surface treatment programme		To be confirmed	
Countywide Retread programme		To be confirmed	
Countywide safety fence renewals		To be confirmed	
Countywide footway slurry seal programme		To be confirmed	
Additional footway slurry sealing programme		To be confirmed	
Additional footway resurfacing programme		To be confirmed	
Contact Officer: Josh Rutherford / Barry Wylie			
Drainage Improvements		To be confirmed	
Investigation and design for future schemes		To be confirmed	

Smarter Travel Management - Integrated Highway Management Centre

The Integrated Highways Management Centre(IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.

Works	2024/25	2025/26	2026/27
Contact Officer: Sonia Hansen			
Expand our existing Intelligent Transport Systems to provide further integration in delivering transport information to the public and our partners. Provide new facilities into the IHMC including additional CCTV coverage, variable message signs (VMS) and other technology to better inform the public on our highway network conditions		To be confirmed	

Smarter Travel Management - Real Time Bus Information

Provision of real time passenger information for the bus network.

Works	2024/25	2025/26	2026/27
Contact Officer: Sonia Hansen			
Add further displays to areas of key footfall and other strategic use, add or replace bus kit as fleets change and invest further in more direct channelling of information to users		To be confirmed	

Future Transport Priorities and Integrated Transport Block Funding Allocation

To: Highways and Transport Committee

Meeting Date: 08 March 2022

From: Steve Cox, Executive Director for Place and Economy.

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/034

Outcome: To approve the proposed allocation of the Local Transport Plan Integrated Transport block (ITB) funding for the year 2022-23, and to note the update on future transport priorities for scheme development

Recommendation: Members are recommended to:

- a) approve the proposed allocation of the ITB funding for 2022-23 subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority (CPCA)
- b) note the process and proposed timeline for sifting schemes for development

Officer contact:

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Member contacts:

Names: Cllr Peter McDonald / Cllr Gerri Bird
Post: Chair/Vice-Chair
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1 Background

On 7 December 2021 this Committee approved the process outlined in the report for Future Transport Priorities to update the transport scheme development sifting criteria, including for the prioritisation of Local Transport Plan (LTP) Integrated Transport Block (ITB) funding. Initial Members engagement took place through the Highways Improvement Board on 22 December 2021 to agree headline priorities.

This paper addresses two main areas:

- The allocation of the ITB funding for 2022-23, including funding for projects to deliver transport strategy aims.
- The sifting of potential schemes to be progressed to a stage that allows bids for their funding and delivery to be made.

2 LTP Integrated Transport Block Funding Allocation

- 2.1 The Cambridgeshire and Peterborough Combined Authority (CPCA), as Local Transport Authority, receives Local Transport Plan (LTP) capital grants from the Department for Transport (DfT), including the Integrated Transport Block (ITB) grant. The CPCA then passes the grant to the County Council to spend. The proposal in this report is on the basis that the ITB grant is passed to the County Council again for the year 2022-23.

Integrated Transport Block budget headings

- 2.2 The ITB funding has been at the level of £3.2m for many years. To use this relatively small amount of funding effectively, the ITB is allocated to a few targeted programmes to deliver local integrated transport schemes. The allocation of the 2022-23 ITB capital grant by budget headings is proposed as follows

Integrated Transport Block Budget Heading	2022/23 allocation
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions.	£620k
Road Safety schemes at locations with strong evidence of high risk of injury crashes.	£600k
Major scheme development to support early scheme development work to ensure a pipeline of schemes are available.	£200k
Strategy development and Integrated transport schemes to support the development of local transport policies, strategies and plans, and to prioritise local integrated transport schemes.	£345k
Delivering Transport Strategy Aims (DTSA) to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies.	£1,350k

Integrated Transport Block Budget Heading	2022/23 allocation
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work.	£25k
Minor improvements for accessibility to implement disabled persons parking places where required.	£15k
Minor improvements to Public Rights of Way to make the network an integrated part of the wider transport system to meet the needs of the community.	£60k

Delivering Transport Strategy Aims

- 2.3 The 'Delivering Transport Strategy Aims' budget heading is primarily used to deliver schemes identified in the Council's transport strategy documents and then incorporated in the TIP. Potential schemes from the TIP are prioritised based on the LTP objectives and deliverability.
- 2.4 Potential schemes are those defined as:
- Deliverable within 1-2 years
 - Local non-major schemes with scheme cost under £500K
 - Not Greater Cambridge Partnership (GCP) specific schemes as these should be funded by GCP and matched by developer contributions.
- 2.5 The Transport Strategy and Funding team led the scoring of schemes. The scoring criteria are based on the Department for Transport's Early Assessment and Sifting Tool (EAST).
- Strategic Case – Meeting the CPCA Local Transport Plan objectives
 - Economic Case – Scale of impact; Value for money
 - Management Case – Early delivery; Stakeholder support
 - Financial Case – local contribution
- The Refreshed Vision and Objectives from the Local Transport Plan for Cambridgeshire and Peterborough is shown in Appendix 1
- 2.6 The scoring definitions are shown in Appendix 2. The criteria are scored on a scale of +3 to -3. The average score of the criteria in each Case are added to give a Total Score for each scheme.
- 2.7 Schemes with the highest Total Score are prioritised for funding up to the amount of funding available. Schemes are shown in priority order from the highest to the lowest score in Appendix 3.
- 2.8 The allocation of the 2021-22 funding for Delivering Transport Strategy Aims by this Committee on 7 December 2021 included a number of projects for scheme development. Some of these schemes will be able to proceed to detailed design and delivery. It is proposed to allocate the 2022-23 DTSA funding to these ready schemes first, and the remaining budget will be allocated to the schemes in Appendix 3.
- 2.9 County-wide schemes

- A small annual budget is allocated to a county-wide project for minor walking, cycling and bus stop facility improvements. Funding is for ad hoc minor improvements that would add value to support sustainable travel.
- On 6 July 2021, the Council's Strategy and Resources Committee considered the Joint Agreement Action Plan. Action T.12 of the Year 1 Action Plan focuses on Reviewing the 20mph policy and the qualifying criteria. It is proposed that the DTSA budget is used to fund these schemes initially from 2022-23. Based on known Local Highways Improvement schemes, the cost of this work (known schemes) is estimated to be £100k - £250k, dependent upon the level of local contribution being agreed.

3 Development of a pipeline of schemes as a basis for future funding bids

- 3.1 On 7 December 2021 Members of this Committee agreed that the sifting criteria should be revised to focus on road safety, active travel, public transport, and climate objectives.
- 3.2 County Council Members on the Highways Improvement Board considered the priorities. Members noted the CPCA's responsibility for bus services. Future transport priorities would need to be reviewed and consider the outcomes and proposals of the CPCA Bus Strategy as they emerge.
- 3.3 The Active Travel Strategy, the Fenland Transport Strategy and the Huntingdonshire Transport Strategy are progressing, and the draft strategies will be considered by this Committee in March 2022. This will be followed by the development of the strategy action plans through stakeholder engagement and public consultation. The action plans of the various strategies are anticipated to be adopted in 2023. The action plans will inform the sifting of schemes for development to a stage ready for funding bids and delivery.
- 3.4 The Council has submitted a bid for funding from the CPCA to undertake the scheme development work to develop a pipeline of schemes. The timeline for this work is dependent on the outcome of the funding bid and the identification of schemes from the strategies described in paragraph 3.3. The pace and scale of the priority review and scheme development work is dependent on the availability of this CPCA funding. The prioritised list for scheme development will be brought back to this Committee in a future meeting.

4 Alignment with corporate priorities

4.1 Communities at the heart of everything we do

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

- The LTP Integrated Transport Block funding generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

4.2 A good quality of life for everyone

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

- Recommended schemes to deliver transport strategy aims will help to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

4.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

4.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraph 2.5

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

5 Significant Implications

5.1 Resource Implications

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

- Paragraph 2.2 sets out the proposed budget for the Integrated Transport Block funding.
- Paragraphs 2.5 and 2.6 set out the assessment of proposed schemes including value for money and local contribution.
- The Council has bid for funding from the CPCA for the pipeline development work. The implication is set out in paragraph 3.4.

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

There are no significant implications within this category. Individual schemes will undertake procurement in accordance with the Council's procurement regulations.

5.3 Statutory, Legal and Risk Implications

The following bullet point sets out details of significant implications identified by officers:

- Prioritisation of schemes on early delivery and stakeholder support (Management Case) will lower the risk of project delivery slippage or abortive work.
- Risk of delay in priority review and scheme development work due to lack of funding, as set out in paragraph 3.4.

5.4 Equality and Diversity Implications

There are no significant implications within this category. An equality impact screening has been completed and indicated no potential negative impact.

5.5 Engagement and Communications Implications

There are no significant implications within this category. Consultation will be undertaken by individual schemes as appropriate

5.6 Localism and Local Member Involvement

The following bullet point sets out details of significant implications identified by officers:

- Local Highways Improvement (LHI) Initiative schemes are prioritised by LHI Member Advisory Panels which are made up of local County Councillors. Proposals are from local community groups and organisations.
- Schemes proposed for delivering transport strategy aims are drawn from transport strategies which are supported by local Members.
- Prioritisation of schemes on stakeholder support (Management Case) demonstrates local Member involvement.

5.7 Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport Plan, as detailed in Appendix 1.
- Transport policies and programmes have the opportunity to impact on the health and wellbeing of residents through reducing poor air quality, supporting and enabling active travel, reducing road accidents and enabling residents to access jobs and services e.g. health care and social opportunities. Funding allocations as proposed in paragraphs 2.2 and 2.7 contribute towards these objectives.

5.8 Environment and Climate Change Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

5.8.2 Implication 2: Low carbon transport.

Status: Neutral

Explanation: Local transport policies and strategies will encourage use of cleaner modes. However, some funding could be allocated to projects which increase road capacity and thus car use.

5.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: Neutral

Explanation: There are no implications in this area.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

5.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

5.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: Maintaining a level of investment in air quality monitoring will help to target areas with the most need for improvement.

5.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Status: Neutral

Explanation: There are no implications in this area.

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: Clare Ellis

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: Jeremy Smith

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: Jeremy Smith

Have any Public Health implications been cleared by Public Health?
Yes
Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications
been cleared by the Climate Change Officer? Yes
Name of Officer: Emily Bolton

6 Source documents guidance

6.1 Source documents

Cambridgeshire and Peterborough Combined Authority's Local Transport Plan
Future Transport Priorities Committee report 7 December 2021

6.2 Location

[LTP.pdf \(kinstacdn.com\)](#)
[Highways and Transport Committee Meeting 7 December 2021 Item 7 Future
Transport Priorities](#)

Appendix 1

Refreshed Vision and Objectives from the Local Transport Connectivity Plan for Cambridgeshire and Peterborough



A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



Refreshed Objectives



Productivity

Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity



Connectivity

People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure



Climate

Successfully and fairly reducing emissions to Net Zero by 2050



Environment

Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.



Health

Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.



Safety

To prevent all harm by reducing risk and enabling people to use the transport system with confidence.

Appendix 2 Scoring Criteria

OBJECTIVES CRITERIA - CPCA Local Transport Plan Objectives (Refreshed)

Score	Productivity Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity	Connectivity People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure	Climate Successfully and fairly reducing emissions to Net Zero by 2050	Environment Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.	Health Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities	Safety To prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero
3	Fully supports and contribute to developments and growth	Significant benefits to connectivity for all purposes, and improves inequality in access	Directly contributing to reducing emissions to Net Zero by 2050	Likely to deliver direct significant benefits that improves green spaces and nature	Likely to deliver significant increase in access to active travel modes for all purposes	Likely to deliver significant benefits e.g. address existing accident cluster site
2	Supports developments and growth	Significant benefits to connectivity for all purposes	Indirectly contributing to reducing emissions to Net Zero by 2050	Significant benefits to a transport network that improves green spaces and nature	Likely to deliver significant benefits in access to active travel or active lifestyles	Not an existing accident cluster site, but likely to deliver significant benefits that will reduce risk to road users
1	Likely to support limited aspects of development	Likely to improve connectivity for one/some purposes	Some contribution to reducing emissions	Minor positive impact on improving green spaces and nature	Some benefits but may not be in accordance with road user hierarchy	Some benefits and not an existing cluster site; or indirect improvement
0	Neutral	Neutral	Not expected to reduce emissions	Neutral	Neutral	Not expected to benefit road safety

Score	Productivity Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity	Connectivity People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure	Climate Successfully and fairly reducing emissions to Net Zero by 2050	Environment Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.	Health Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities	Safety To prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero
-1	Minor negative impact on development	Minor negative impact	Minor negative impact e.g. likely to increase emissions in local area	Minor negative impact on green spaces and nature	Minor negative impact and may not be in accordance with road user hierarchy	Minor negative impact on safety
-2	Negatively impacts on developments	Wider negative impact e.g. reduce connectivity for some purposes	Wider negative impact e.g. highly likely to increase emissions	Wider negative impacts on green spaces and nature e.g. loss of access	Wider negative impacts and potential road user conflict	Wider negative impact on safety
-3	Significant negative impact on developments	Significant negative impact e.g. in severance	Significant negative impact e.g. will increase emissions	Significant negative impact on green spaces and nature e.g. loss of green spaces	Significant negative impacts or high risk of road user conflict	Significant negative impact on safety

DELIVERABILITY CRITERIA

Score	Economic Case: Scale of impact - what is the scale of economic, environmental and social impacts of the project e.g. how many people will it benefit, local/countywide/strategic area covered	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment	Management Case: early delivery certainty of commencing during 2022/23, certainty of statutory powers in place	Management Case: stakeholder support Evidence of support for the project from e.g. Members, the public, District Council, Parish Council, local MP	Financial Case: Local contribution Percentage of local contribution and level of private sector funding
3	Major/cross-district positive impact	High or very high value for money or BCR over 2	High certainty of commencement in 2022/23, statutory powers in place including land	Formal consultation carried out evidencing support	>50% some private or 30-50% mostly private
2	Mid-large scale positive impact	Medium value for money or BCR between 1.5 and 2	Can commence in 2022/23, low risk of issue with statutory powers	Supported multiple (e.g. public & Members)	30-50% some private
1	Small scale/localised positive impact	Low value for money or BCR between 1 and 1.5	Can commence late 2022/23, high risk of issue with statutory powers	Support indicated (public or Members)	<30% private
0	No impact or +/- balance	Very low value for money or BCR below 1 or No impact	Feasible, but highway land issues	No evidence	None
-1	Small scale/localised negative impact		Feasible, but highway land not sufficient / multiple issues	Minor opposition indicated	
-2	Mid-large scale negative impact		Feasible, but more significant issues with land, services, etc	Multiple opposition indicated (e.g. public & Members)	
-3	Major/cross-district negative impact		Not possible without major additional works	Formal consultation shows large opposition	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
N/A	Countywide	Countywide	Minor walking, cycling and bus stop facility improvements	£50,000	£50,000	£50,000 p.a.	N/A	Funding is for ad hoc minor improvements to walking, cycling and bus stop facilities that would add value to support sustainable travel. Precise improvements are identified during the year as needs arise.
N/A	Countywide	Countywide	Review the 20mph policy and the qualifying criteria, and implement schemes.	£400,000	£100,000	up to £300,000	N/A	Action T.12 of the Council's Joint Agreement Action Plan Year 1 Actions is to review the 20 mph policy and the qualifying criteria. The estimated project cost is £400k. Proposed £100k for 2022/23.
948	City / South Cambs	Ditton Lane between High Street Fen Ditton and SCDC car park (142 Ditton Lane)	Widening of west side footway to create shared use path; measures to stabilise embankment (Highways land)	£150,000	£125,000	To be confirmed	N/A	£25k was allocated in 2021/22 for feasibility, which has commenced. Recommend to allocate a further £125k to progress to consultation and detailed design. Construction is anticipated for 2023/24. The Final Target Cost will be confirmed after the detailed design.
24	City / South Cambs	Ring Fort Path link, between Orchard Park and A14 Histon Interchange	Footway / Cycleway improvement	£460,000	£110,000	-	7.33	This scheme has been in development with S106 funding. Proposed funding from this ITB source will complement the scheme to progress to construction.
192	City / South Cambs	B1049 Cambridge Road, Impington: at the junction with Cambridge Road or by the Coppice Path	Pedestrian and cycle crossing improvement	£100,000	£100,000	-	7.17	This scheme is linked to scheme TIP 930 crossing facilities at the Histon/A14 roundabout already funded by 2021/22 ITB. It would be more effective to deliver these schemes together.
797	East Cambs	Ely city centre	Investigate implementation of 20mph zones where appropriate	£250,000	£25,000	To be confirmed	6.50	Investigation is required to identify the locations and options. Recommend for scheme development.
1072	Huntingdonshire	Brampton Public Footpath No. 24 between Huntingdon Rd and Hinchingsbrooke Country Park (See accompanying plan.)	Improvements to the Public Right of Way to improve accessibility and address issues with seasonal flooding	£110,000	£10,000	-	6.50	Recommendation for funding is subject to a successful bid to Huntingdonshire Community Infrastructure Levy (CIL) for £50k. The remaining funding is sourced from the County Council's maintenance budget (£40k) and Buckden Parish Council (£10k).
418	Fenland	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout	Footway / Cycle Crossing Improvement	To Be Confirmed	£10,000	To be confirmed	6.50	This scheme has £30k S106 funding already received. Recommend funding for feasibility and design to enable the delivery of the scheme.
198	City / South Cambs	Footpath 160/9, between Meldreth Railway Station & Station Road, Melbourn via underpass under the A10	Upgrade footpath to Cycleway	£216,600	£85,600	-	6.33	Recommendation for funding is subject to this scheme not being included in the GCP Melbourn Greenway. Note that £131k S106 contribution has already been received.
43	City / South Cambs	Cycle crossing and off-road cycleway on western side of Girton Road	Improvement to enable cyclists to access the existing crossing on Huntingdon Road west of the junction with Girton Road	£150,000	£150,000	-	6.00	Linked to scheme TIP 895 (Eddington to Girton foot and cycle links and crossings) which has £25k funding in 2021/22 for scheme development. It would be more effective to deliver both pedestrian/cycle schemes and bus stop schemes together.
603	City / South Cambs	Girton: Girton Road, southbound and northbound, south of junction with Wellbrook Way	Bus Stop Improvement	£29,000	£29,000	-	6.00	Linked to schemes TIP 43 and 895 above in the same location. Also linked to scheme TIP 604 for RTP1, which is S106 funded but dependent on the bus stops.

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
911	Fenland	A141 Fenland Way between Jack's roundabout and A142 roundabout	Section of new footway and improvement of existing footway to complete link to retail area.	£300,000	£100,000	£200,000	5.83	This road is due for resurfacing work in 2023/24. Recommend funding for design in 2022/23 and for delivery in 2023/24 to align with planned resurfacing work.
427	Fenland	Whittlesey, key locations in Whittlesey	Cycle Parking	£10,000	£9,500	-	5.50	This scheme has a small amount of S106 funding and is capable of early delivery
465	East Cambs	Ely city centre locations including along the edge of the Market Square in the corner opposite the war memorial, Market Place, and the Cloisters area	Provision of additional cycle stands	£10,000	£10,000	-	5.50	Capable of early delivery
428	Fenland	Whittlesey, key locations in Whittlesey	Cycle infrastructure improvement	£10,000	£10,000	-	5.33	Linked to scheme TIP 427 which is for cycle parking
872	Huntingdonshire	Ellington to Brampton foot and cycle way	New foot and cycle way	To Be Confirmed	£25,000	To be confirmed	5.33	Both schemes 872 and 873 are to improve the network in the Brampton-Ellington-Graffham area. Recommend funding to develop the best option for both schemes.
873	Huntingdonshire	Grafham to Brampton foot and cycle way	New foot and cycle way	To Be Confirmed	£25,000	To be confirmed	5.33	Both schemes 872 and 873 are to improve the network in the Brampton-Ellington-Graffham area. Recommend funding to develop the best option for both schemes.
916	City / South Cambs	Chesterton Rd Junction Carlyle Rd	Safety improvements to junction. Includes accident report, options report and delivery.	£300,000	£25,000	To be confirmed	5.17	Cluster Site 2019. Recommend funding to conduct accident report and feasibility report in 2022/23 with construction proposals for 2023/24
668	Fenland	Chatteris, key locations in the town centre	New Cycle Stands	£10,000	£10,000	-	5.00	Capable of early delivery
250	City / South Cambs	Cambridge Rd / New Rd (south of Oakington) roundabout with cycle crossings.	Junction Improvement	£250,000	£100,000	£150,000	5.00	Recommend funding to be allocated in two phases: Phase 1 for feasibility and preliminary design and Phase 2 for detailed design and construction.
513	East Cambs	Sutton - Road Safety- installation of Pelican crossing near school and the Brook	Signalised control crossing	To Be Confirmed	£25,000	To be confirmed	4.83	Recommend funding to develop options of a deliverable type of crossing
184	City / South Cambs	Footbridge alongside Rampton Road, between Rampton and Cottenham	New footbridge	To Be Confirmed	£25,000	To be confirmed	4.67	Recommend funding for scheme development. This scheme is linked to scheme TIP 251 and would be more effective to develop both schemes for an aligned option.
378 & 385	Fenland	Key locations in March including March Railway Station	Provision of cycle parking	£15,000	£15,000	-	4.50	Capable of early delivery. Key locations include March Railway Station.

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
410	Fenland	Wisbech, key areas in Wisbech	New Cycle Parking	£15,000	£15,000	-	4.50	Capable of early delivery
251	City / South Cambs	Rampton to Cottenham widening of existing path alongside Church End-Rampton Road	Cycleway Improvement	To Be Confirmed	£25,000	To be confirmed	4.36	Recommend funding for scheme development. This scheme is linked to scheme TIP 184 and would be more effective to develop both schemes for an aligned option.
468	East Cambs	Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way, Ely	Pedestrian and cycle improvement	£250,000	£100,000	To be confirmed	4.33	Recommend phased funding
779	Fenland	March, Burrowmoor Rd, outside Primary School	Road safety measures	£19,000	£19,000	-	4.17	Capable of early delivery
145	City / South Cambs	B1046, between Comberton Village College and Hardwick Road, Toft	Cycleway improvement	£390,000			4.17	
10	City / South Cambs	Southbound cycle Link on Milton Road, between Guided Busway junction and Cowley Road junction	Cycleway Improvement	£120,000			4.17	
376	Fenland	March, NCN Route 63 between Whitemoor Prison and Twenty Foot Road	Cycleway improvement	£300,000			4.17	
403	Fenland	Wisbech, near schools	Local Highways Improvements	£10,000			4.17	
913	City / South Cambs	A603 East Road at Junction With Broad Street	Safety improvements to junction. Includes accident report, options report and delivery.	£300,000			4.00	
918	City / South Cambs	Cherry Hinton Road at junction with Cowper Road	Safety improvements to junction. Includes accident report, options report and delivery.	£300,000			4.00	
922	City / South Cambs	Trumpington St 5m North Pembroke St Cambridge	Safety improvements to junction. Includes accident report, options report and delivery.	£300,000			4.00	
926	City / South Cambs	Outside Shell Garage High Street, Trumpington	Safety improvements to junction. Includes accident report, options report and delivery.	£300,000			4.00	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
276	Huntingdonshire	St Ives bus station and key locations within St Ives	New Cycle Parking Facilities	£20,000			4.00	
429	Fenland	Whittlesea Railway Station	Improve facilities at railway station	£20,000			4.00	
29	City / South Cambs	Link, between Darwin Green and Histon Road via Cambridge Squash Club access	Footway / Cycleway improvement & new crossing	£200,000			4.00	
780	Fenland	Whittlesey, key routes around Whittlesey	Public Transport Schemes - information, signs, timetables	£10,000			3.83	
782	Fenland	Chatteris, key locations in the town centre	Public Transport Promotion	£15,000			3.83	
920	East Cambs	C315 Market St junction Lynn Rd Ely	Safety improvements to junction. Includes accident report, options report and delivery.	£300,000			3.83	
256	City / South Cambs	1.96km new bridleway links from Northstowe to Willingham, mostly upgrading of existing tracks.	Cycleway Improvement	£133,000			3.72	
377	Fenland	March, NCN Route 63 between Twenty Foot Rd and Long Drove	Cycleway improvement	£225,000			3.67	
882	City / South Cambs	Drove Road bend to the northern end, vicinity of Gamlingay Road, Gamlingay	Vertical alignment issues and surfacing	£64,367			3.50	
271	Huntingdonshire	St Ives; Burstellers and The Pound	Traffic Management Scheme	£180,000			3.50	
210	City / South Cambs	Steps from Long Road Bridge to Guided Busway cycle route	Pedestrian Improvement	£300,000			3.50	
431	Fenland	Whittlesea, Rail Station	Public Transport Scheme - bridge over platforms	£350,000			3.50	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
706	Huntingdonshire	St Neots, Huntingdon Road	Relocate pedestrian crossing	£80,000			3.33	
713	Huntingdonshire	St Neots, Station Road	Improve pedestrian crossing facilities	£15,000			3.33	
714	Huntingdonshire	St Neots, Hawkesden Road	Footway improvements	£16,000			3.33	
716	Huntingdonshire	St Neots, Longsands Road	Footway improvements	£120,000			3.33	
717	Huntingdonshire	St Neots, Cromwell Road	Footway improvements	£120,000			3.33	
718	Huntingdonshire	St Neots, Cambridge Road	Pedestrian improvements	£17,500			3.33	
719	Huntingdonshire	Little Paxton Great North Road	Widen footway/create shared use facility	£200,000			3.33	
723	Huntingdonshire	Cycle Route 12 near St Neots	Footway / Cycleway improvement	£35,000			3.33	
724	Huntingdonshire	St Neots, Keys Walk	Footway / Cycleway improvement	£6,000			3.33	
725	Huntingdonshire	St Neots Road to Peppercorn Lane - "Back Path" (footpath 56)	Footway / Cycleway improvement	£425,000			3.33	
727	Huntingdonshire	Eynesbury - Town Centre, include St Mary's Street, Berkley Street and Barford Road.	To include improved tactile paving, guard railing, new signs and maintenance where appropriate.	£23,700			3.33	
416	Fenland	Whittlesey, Hallcroft Road and West End	Footway / Cycle Crossing Improvement and Urban Realm Improvement	£100,000			3.33	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
310	Huntingdonshire	Wyton to Hartford to Huntingdon Town Centre	Cycleway Improvement	£350,000			3.33	
313	Huntingdonshire	Brampton to Huntingdon Town Centre	Cycling and Walking	£70,000			3.22	
704	Huntingdonshire	St Neots, New Street	Speed reduction measures	£50,000			3.17	
705	Huntingdonshire	St Neots, Huntingdon Street	Pedestrian improvements and safety improvements	£12,000			3.17	
710	Huntingdonshire	St Neots, Montagu Street	Raised table at existing crossing point	£12,000			3.17	
711	Huntingdonshire	St Neots, Priory Hill Road	Slope stabilisation and edge protection, plus pedestrian improvements	£32,500			3.17	
481	East Cambs	Soham - Improvements to town centre bus shelters; Service 12, 117	Stop opposite Brook Dam Lane; Stop near the Birches	£25,000			3.00	
375	Fenland	Throughout March	Cycle signage	£10,000			3.00	
703	Huntingdonshire	St Neots, Cambridge Street and junction with Huntingdon Street	Pedestrian crossing, access and safety improvements	£130,000			3.00	
707	Huntingdonshire	St Neots, Huntingdon Road	Pedestrian improvements	£40,000			3.00	
708	Huntingdonshire	St Neots, Crosshall Road	Pedestrian improvements	£12,000			3.00	
709	Huntingdonshire	St Neots, Mill Hill Road	Cycle / pedestrian improvement	£200,000			3.00	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
257	City / South Cambs	Off-road route from Longstanton to Swavesey	2.31km bridleway link avoiding road and follows boundaries to avoid creating cross-field route.	£154,000			2.91	
359	Fenland	March, Gault Bank	Footway improvements	£40,000			2.82	
286	Huntingdonshire	St Neots, public footpath 32	Cycling and Walking	£50,000			2.67	
712	Huntingdonshire	St Neots, Station Road	Convert cycle track from segregated to unsegregated	£85,000			2.67	
885	Huntingdonshire	Footpath 129/1 between Hollywell and Parsons Green St Ives	Upgrade to bridleway and upgrade of surface with Type 1 material or to a hoggin surface.	£20,000			2.67	
285	Huntingdonshire	St Neots, St Neots Road, route 3 and route 2	cyling improvement	£150,000			2.41	
311	Huntingdonshire	Godmanchester to Town Centre: Post Street, Causeway, NCN51, Cambridge Road	Traffic Calming; Cycling and Walking improvements	£100,000			2.33	
312	Huntingdonshire	Godmanchester to Town Centre	Cycling and Walking	£35,000			2.33	
138	City / South Cambs	St Neots Road, between junction with existing footpath that links to A1198 (Elsworth FP 17) and Cambourne Road, Cambourne	New shared use footway / cycleway	£400,000			2.17	
433	Fenland	Whittlesea, Rail Station	Public Transport Scheme - explore proposals for a parkway station for Peterborough at Whittlesea Station	£350,000			2.00	
341	Huntingdonshire	Maltings, to the High Street, Ramsey	Walking and Cycling schemes	£395,000			2.00	
701	Huntingdonshire	High Street (St Neots)	Pedestrian improvements	£12,000			2.00	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
364	Fenland	Wimblington, B1101 March Road / Doddington Rd, between Honeymead Rd and B1093 Old Station Way	Cycleway improvement	£200,000			2.00	
67	City / South Cambs	Radegund Road / Davy Road, between Perne Road and Rustat Road	Cycleway Improvement	£360,000			1.91	
358	Fenland	March, Nene North Bank Gap	Footway improvements	£25,000			1.83	
361	Fenland	March, Town Centre	Footway improvements	£20,000			1.83	
783	Fenland	Chatteris, Furrowfields	Public Transport Improvement	£50,000			1.67	
515	East Cambs	Swaffham Bulbeck - Traffic calming through village	Traffic calming	£150,000			1.50	
249	City / South Cambs	Oakington crossroads (Longstanton Rd/Water Lane/Cambridge Rd/Dry Drayton Rd)	Signal upgrade and slight widening of junction to improve capacity (right turn filter)	£150,000			1.50	
420	Fenland	Whittlesey, A605, Bellman's Road and Victory Avenue	Footway / Cycleway improvement	£100,000			1.50	
355	Fenland	March, River paths, east of March	Footway improvements	£25,000			1.33	
357	Fenland	West of March, Burrowmoor Road loop	Footway improvements	£25,000			1.33	
928	Fenland	March Road, Turves	New footway between 400 March Rd and 8 Burnt House Rd.	£220,000			1.33	
284	Huntingdonshire	St Neots - bus stops on Cambridge Road	Installation of Real Time Passenger Information (RTPI) display(s)	£20,000			1.17	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
689	Huntingdonshire	A141/A1123/B1514 roundabout, Huntingdon	Minor Junction Improvement	£100,000			1.17	
426	Fenland	Whittlesey, Orchard Street/Gracious Street junction	Footway / Cycleway improvement	£25,000			1.00	
239	City / South Cambs	Longstanton Road, Over: between the Guided Busway and King Street	New Cycleway	£150,000			1.00	
354	Fenland	March, 'Old Railway Path', across Stow Fen	Footway improvements	£75,000			0.83	
351	Fenland	March, Nightall Drive to Marwick Road	Footway improvements	£100,000			0.83	
352	Fenland	March, Station Road, in vicinity of County Road	Pedestrian crossing	£20,000			0.83	
356	Fenland	March, Shepperon's Bridge	Footway / Cycleway improvement	£35,000			0.83	
328	Huntingdonshire	Main approaches to the ring road Huntingdon	Introduce a Variable Message Signing system to distribute traffic to car parks in Huntingdon	£15,000			0.67	
500	East Cambs	Little Thetford - Speeding Issues on A10	Review of 50mph limit	£100,000			0.67	
743	East Cambs	Ely - Prince of Wales Hospital	Bus Shelter Installation	£10,000			0.67	
665	Fenland	Whittlesey, Eastrea Road	Public Transport Improvement Provision of a bus stop at Eastrea Road at east end of Whittlesey	£20,000			0.67	
666	Fenland	Whittlesey, Stonald Road	Public Transport Improvement Provision of a bus stop/ improvements if a service is provided	£20,000			0.67	

TIP ID	District	Location	Description	Scheme cost	Proposed 2022/23 Funding	Proposed Future Years Funding	Total Score	Comments
641	City / South Cambs	Between Crafts Way (Bar Hill Perimeter Road), Bar Hill and Oakington Road, Dry Drayton, following edge of the Golf Course	New Cycle path	£270,000			0.67	
362	Fenland	March, Creek Road level crossing	Footway improvements	£250,000			0.33	
770	East Cambs	A142 Junction Improvements - A142 / Sir James Black Road junction, and Cambridge Business Park	Improvements to the A142 / Sir James Black Road junction, Cambridge Business Park	£200,000			0.33	
68	City / South Cambs	Mill Road, junction with Coleridge Road	Pedestrian crossing improvement	£200,000			0.17	
878	City / South Cambs	Hills Road, Cambridge, Cluster site CN18	Junction improvements	£140,000			0.17	
879	City / South Cambs	Catholic Church junction, Cambridge, Cluster Site CN5	Possible table junction	£250,000			0.17	
715	Huntingdonshire	St Neots, Kimbolton Road	Parapet upgrade	£150,000			0.17	

Highways Operational Standards 2022/23

To: Highways and Transport Committee

Meeting Date: 08 March 2022

From: Steve Cox, Executive Director for Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: To Approve the updates to the County Council's Highway Operational Standards document.

Recommendation: What is the Committee being asked to agree?

a) To approve updates to 3 sections of the Highway Operational Standards.

b) Agree that the Director – Highways & Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, may approve any future updates to operational process and procedure contained within the HOS

Officer contact:

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Member contacts:

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Post: Chair/Vice-Chair of Highways and Transport Committee
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Gerri.Bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The County Council has a suite of highway asset management documents. Comprising : The Highways Asset Management Policy, Highways Asset Management Strategy and the Highway Operational Standards (HOS).
- 1.2 The Policy, Strategy and HOS were all approved by this committee, at its meeting held on 9th March 2021.
- 1.3 This report seeks the committee's approval to a number of updates to the Highways Operational Standards. There are no substantive changes to the other documents.

2. Main Issues

- 2.1 The suite of highways asset management documents sets out the Authority's approach to managing and maintaining the highways and public rights of way in Cambridgeshire. The suite of documents supports officers in operational decision making to help ensure a long-term approach to highways maintenance and optimum use of the funds available to the Authority
- 2.2 The Authority's approach to highways asset management is aligned with national guidance, codes of practice and Central Government policy. Central Government's commitment to highway asset management has been demonstrated via the incentive funding mechanism. The amount of funding that the Council has received in recent years from the Department for Transport (DfT) has depended upon the extent that the Council can evidence it has implemented and maintained highway asset management strategies and policies. It is anticipated that this funding mechanism will continue for year 2022-23. The Council receives £2,082,000 as part of the highways incentive funding which requires us to adopt a culture of continuous improvement in our highways asset management approach to secure funding in the future, and this amount is already built into the Business Plan.
- 2.3 Authorities are assessed for Incentive Funding based upon their responses to a broad range of questions regarding highways asset management. DfT assesses these responses and places authorities within one of three bands. To achieve maximum funding, an authority must be placed within Band 3. The Council has previously achieved Band 3 status. It is therefore important that the Authority continues with its implementation of the asset management approach and that the key documents are updated to reflect best practice.
- 2.4 A number of updates have been made to the HOS. Statistics and Financial figures have also been updated to reflect the ever-growing nature of the highways network and assets and the outcomes of the 2022/23 business planning processes.

Updates;

- 2.5 Update 1. Section 3.11 – Cycle Routes are inspected on a regular basis by the Council to identify defects that are or could soon be a hazard to those that use them. Users generally fall into two categories, commuting or recreational cycling. Defects are recorded and repairs carried out. The current frequency of inspection is based on the class of carriageway the route is on or adjacent to. This means cycle routes are currently inspected without consideration to the importance or volume of use by cyclists themselves as a road user type.

By amending our practice to take into account the volume of use by cyclists we will be able to better manage risk to cyclists using the network. We will inspect routes used by more cyclists more often. Inspection based on use supports a more risk-based approach by directing resources to the higher used cycle routes where the likelihood of risk to users is higher, due to the volume of people using the routes. Less used routes will be inspected less frequently at a frequency commensurate to their use. The new frequencies will not be less than current on any route so there will be no resultant reduction in level of service. The effect of this change will be to make the level of use by cyclists the primary driver for inspection frequencies of cycle routes. This represents a best practice approach to the management of risk and the defence of third-party claims. Appendix One – HOS Section 3.11

- 2.6 Update 2. Appendix O of the HOS – Introduction of a risk assessments for new lighting columns. A revised policy whereby risk assessments are undertaken to establish if there is a need for passively safe lighting columns and posts for illuminated signs for all new installations. Passively safe columns and posts are designed to minimise the risk of death or injury in the event of collision. Risk assessments will be undertaken for all new lighting installations or changes to existing installations. Appendix one - HOS Appendix O
- 2.7 Update 3. Appendix S of the HOS - The County Council is responsible for maintaining the legal record of all highways maintainable at public expense. This is held in a document called the List of Streets. The List of Streets only contains basic information and does not include such detail as widths and the precise extent of the highway. However, the Council is often required to investigate the extent of the highway to respond to requests from stakeholders, developers and members of the public. Investigations into highway extents and boundaries can be complex and time consuming. It is therefore proposed to introduce a Statement of Prioritisation to ensure that enquiries that could have significant implications are prioritised, and to enable customer expectations to be managed appropriately. The proposed Statement of Prioritisation for such requests is included as Appendix S to the HOS. Appendix One HOS appendix S.
- 2.8 If approved, the changes outlined in paragraphs 2.5, 2.6 and 2.7 will be implemented from 1st April 2022.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

Our Highways are the conduits supporting and connecting communities and businesses across Cambridgeshire and beyond. Well managed and maintained highway infrastructure supports the local and national economy providing a safe environment for public travel and the movement of goods.

3.2 A good quality of life for everyone

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

- The Highways Operational Standards set out the Authority's operational policies to support the provision of a safe and serviceable highway network for all users, thus helping ensure that safe facilities are available for walking, cycling and other non-

motorised forms of transport. The proposed changes regarding the inspection of cycle routes will help provide a safer network for cyclists and facilitate the pursuit of healthy, sustainable modes of transport.

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

Well managed and maintained Highways and Public Rights of Way support and promote sustainable travel choice by contributing to a safe and inviting public realm for travel by sustainable modes. Maintaining the highway infrastructure in a good condition reduces traffic disruption and helps minimise the carbon cost of asset ownership. The changes to the inspections of cycle routes will help encourage the use of non-motorised transport.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.2 to 2.3 regarding the Incentive Fund and its relationship to the adoption and implementation of highway asset management principles.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

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

- The standards contained within the HOS regarding highway inspections, will be key considerations in the Authority's statutory defence to third party claims, under Section 58 of the Highways Act 1980. The changes regarding inspection frequencies for cycle routes are relevant in this respect.

4.4 Equality and Diversity Implications

There are no significant implications within this category. Due regard has been given to the equality impact of the updates proposed in paragraphs 2.5-2.7 and no foreseeable negative impact is expected.

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

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/**neutral**/negative Status:

There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status:

Explanation: The proposed changes to the HOS will help provide a safe network for cyclists, thus helping to encourage modal shift to low carbon transport.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/**neutral**/negative Status:

The minimum number of lights will be installed to comply with legislation and not disturb biodiversity or wildlife.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/**neutral**/negative:

There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Positive/**neutral**/negative:

There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative

Explanation: The HOS seeks to provide a safe and serviceable network for all modes of transport, including facilities for pedestrians, cyclists and equestrians. The proposed changes to the HOS will help provide a safe network for cyclists, helping drive modal shift and reducing air pollution.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/**neutral**/negative

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 Head of Procurement? Yes

Name of Officer: Clair Ellis

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

Yes

Name of Officer: Elsa Evans

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

Yes

Name of Officer: Sarah Silk

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

Name of Officer: Jon Munslow

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

Yes

Name of Officer: Iain Green

5. Source documents

None

Active Travel Strategy for Cambridgeshire

To: Highways and Transport Committee

Meeting Date: 8 March 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): ALL

Key decision: No

Forward Plan ref: n/a

Outcome: To update the Committee on the development of an Active Travel Strategy for Cambridgeshire.

Recommendation: Members are requested to:

- a) Comment on and endorse the draft Active Travel Strategy for Cambridgeshire and high-level action plan in Appendix 2 for further stakeholder engagement.
- b) Approve the proposed stakeholder engagement approach as outlined in the report

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Tel: 01223 706398

1 Background

- 1.1 A previous update on the Active Travel Strategy for Cambridgeshire was presented to this committee on 7th December 2021 introducing the purpose of the strategy and the programme. As programmed, the draft strategy, see Appendix 2, is being presented to this committee for comment and to endorse for further stakeholder engagement.

2 Transport Strategy Development

- 2.1 Prior to 2017, the County Council produced an LTP (Local Transport Plan) in its role as Local Transport Authority. Since 2017, the responsibility for production of the LTP has passed to the Cambridgeshire and Peterborough Combined Authority (CPCA), and the Council continues to work with the CPCA to support this workstream. The CPCA are currently undergoing a refresh of the LTP, now referred to as the Local Transport and Connectivity Plan (LTCP).
- 2.2 The Council, as the Local Highway Authority, continues to produce transport strategy documents which are aligned with the emerging vision and objectives of the CPCA's emerging LTCP (as shown in Appendix 1), and reflect the Council's investment priorities and future aspirations. The Active Travel Strategy builds on the overarching policy position set by the LTCP, setting the detail on how it will be achieved, linking all relevant national and local policy and guidance in one reference document. This supports the development of and future investment in a pipeline of active travel schemes that will help deliver the vision for Cambridgeshire. The strategy will also support and complement district Local Plans.
- 2.3 The Transport Strategy team are also working on district-based transport strategies for Fenland and Huntingdonshire, which are being discussed under agenda item 9 of this meeting. The production of all strategies is being co-ordinated and will ensure that all opportunities are taken to align this work, which may include joint public engagement events and sharing of data and information.

3 A draft Active Travel Strategy for Cambridgeshire

- 3.1 Since the update to Committee in December 2021, the draft Active Travel Strategy for Cambridgeshire and high-level action plan have been developed with officer and key stakeholder input through the officer working group, including multiple County Council teams, GCP, district council officers and Cambridge University (Transport Advisor). The vision and objectives of the strategy are formed around four key themes for active travel, and were developed from officer and stakeholder engagement, including a number of user group focus sessions around walking, cycling, equality and diversity, and equestrian, see Appendix 3 for a list of invited user groups.
- 3.2 The themes Embrace, Enhance, Expand and Encourage encapsulate the four key areas for change needed to ensure active travel in Cambridgeshire becomes the 'go to' travel option for local journeys, and the overall vision for active travel and objectives of the strategy are achieved.
- 3.3 The policies within the strategy all work towards the vision and objectives of the strategy, structured around the 4E themes. The strategy will provide a robust evidence and policy base for our local planning authorities, Transport Assessment, Highway, and Project

Delivery teams within the County Council, and other partners to ensure active travel is prioritised and considered in all future planning decisions and transport projects. Developers will need to refer to this strategy and ensure the relevant policies are considered and adhered to through the planning process and through scheme development.

- 3.4 A high-level action plan is included that builds upon the strategy, identifying actions to be undertaken or investigated to support its implementation. This has been written to ensure improvements can be made to both existing and new active travel provision without the sole reliance on costly schemes. However, a key action within the Plan is to create a more detailed programme of active travel schemes that will be developed alongside further stakeholder engagement. Schemes will be assessed against the vision and objectives of the strategy to ensure they represent the high-level vision for a connected, quality active travel network across Cambridgeshire.
- 3.5 The action plan is not currently funded, and section 10 of the strategy 'Funding and Implementation' explains the challenges involved in the delivery of the strategy and the opportunities for funding that can be sought, this could include developer funding, CPCA funding and other bidding opportunities.
- 3.6 It should be noted that increase in modal shift to active travel modes will play a significant part in the wider health and wellbeing of Cambridgeshire residents, and the wider environmental challenges faced. Most importantly, it will be a vital role in helping to achieve net zero carbon by 2045, as agreed in the updated CCC Climate Change and Environment Strategy, and the priorities set out in the draft Joint Cambridgeshire and Peterborough Health and Wellbeing Strategy. To acknowledge the ongoing commitment of the Council to achieve these targets and the important role of improvements in active travel, the Council is recruiting an Active Travel Lead officer role within the Transport Strategy team.

Future programme

- 3.7 The proposed programme for completion of the strategy is set out in Table 1 and we will ensure that all opportunities are taken to align this work with the development of the two district-based transport strategies.

Table 1 Programme for the continued development of the Active Travel Strategy for Cambridgeshire

Date	Activity
Summer 2022	Stakeholder engagement on the draft strategy and developing a list of scheme proposals
Autumn 2022	Analysis of engagement and proposed schemes. Development of detailed Action Plan/programme of active travel schemes
Autumn/Winter 2022	Public consultation on draft Active Travel Strategy and detailed action plan
Early 2023	Final Strategy and Action Plan to Highway & Transport Committee for adoption

Public and stakeholder engagement

- 3.8 Subject to the views of H&T Committee, the next phase of work will focus on stakeholder engagement to inform the development of a detailed action plan of schemes for the strategy. The engagement activities will seek views on the draft strategy as well as a call for schemes to be considered, which will be assessed against the relevant strategy objectives and high-level vision for a connected, quality active travel network across Cambridgeshire.
- 3.9 The draft strategy and action plan will be subject to public consultation late in 2022, and final adoption is now aimed for early 2023.

4 Alignment with corporate priorities

4.1 Communities at the heart of everything we do

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

- Transport strategy development is informed by public engagement and is guided by the objectives and priorities of the council.
- The LTP Integrated Transport Block generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

4.2 A good quality of life for everyone

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment.

4.3 Helping our children learn, develop and live life to the full

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

- Active travel interventions can help improve children's health and wellbeing, in particular the strategy includes safer active routes to school.

4.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment.
- The active travel strategy focuses on creating a well-connected active travel network, that is safe for all users, and contributes to the wider decarbonisation agenda.

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

5 Significant Implications

5.1 Resource Implications

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

- Funding for the development of the active travel strategy will come from the Integrated Transport Block Strategy Development budget.

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

There are no significant implications for this priority.

5.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

5.4 Equality and Diversity Implications

The following bullet point sets out details of significant implications identified by officers:

- An Equality Impact Assessment has been undertaken and is appended to this paper.

5.5 Engagement and Communications Implications

The following bullet point sets out details of significant implications identified by officers:

- The transport strategy work will involve stakeholder engagement and public consultation in line with the programme set out in the paper. This process is essential to the development of the strategy and action plan of schemes.
- The high-level action plan will require further communications input which will be considered on an action-by-action basis.

5.6 Localism and Local Member Involvement

The following bullet point sets out details of significant implications identified by officers:

- During the next phase of engagement, County, District, Town or Parish Councillors will be offered the opportunity to feed into the detailed action plan as key stakeholders and through wider consultation on the draft strategy.

5.7 Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport and Connectivity Plan, as detailed in Appendix 2.
- *“Health: improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer and more resilient communities”* is one of the six objectives of the refresh of the CPCA’s Local Transport Plan, which are aligned with the objectives of the Council’s transport strategies.
- Active travel contributes directly to public health issues through levels of activity/inactivity, air pollution and subsequent health implications. The strategy will positively contribute to encouraging Cambridgeshire residents to be more active, and

through mode shift away from use of private car will positively impact on levels of air pollution.

- Policies within the active travel strategy refer to the emerging Joint Health and Wellbeing Strategy for Cambridgeshire and Peterborough.

5.8 Environment and Climate Change Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

5.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: “*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*”, is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies. The objectives of the draft Active Travel Strategy also commit to meeting Cambridgeshire County Council's carbon targets by reaching net zero by 2045.

5.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: Neutral

Explanation: Any direct implications arising from strategy or scheme development work will be addressed in future reports to this Committee. However, it is also noted that “*Environment: Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network*” is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies and are reflected in the draft objectives for the two transport strategies.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

5.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

5.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: The vision of the draft Active Travel Strategy is to get more people using active travel modes for their local journeys, reducing use of private car. The objectives and policies within the strategy work to achieve this aim, and if successful will contribute to a positive impact on air pollution, but needs commitment to interventions that will enable or drive significant changes in travel behaviour if they are to be most effective.

5.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Status: Positive

Explanation: “*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*”, is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies. It is

expected that the Council's strategy work will reflect this objective in the interventions that they propose, including consideration of the resilience of those interventions in the context of climate change.

6 Source documents

- Cambridgeshire and Peterborough Combined Authority's Local Transport Plan:
<https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>
- Active Travel Strategy paper to Highways and Transport Committee 7th December 2021
[Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://cmis.uk.com/Council-and-committee-meetings-Cambridgeshire-County-Council-Meetings)
- Future Transport Priorities paper to Highways and transport Committee 7th December 2021
[Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://cmis.uk.com/Council-and-committee-meetings-Cambridgeshire-County-Council-Meetings)
- Updated CCC Climate Change and Environment Strategy – paper to Full Council 9th February 2022

Implications sign off

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: Clare Ellis

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: Jeremy Smith

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

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

Appendix 1 Refreshed Vision and Objectives from the Cambridgeshire and Peterborough LTCP

Refreshed Vision



A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



Refreshed Objectives



Productivity

Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity



Connectivity

People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure



Climate

Successfully and fairly reducing emissions to Net Zero by 2050



Environment

Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.



Health

Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.



Safety

To prevent all harm by reducing risk and enabling people to use the transport system with confidence.

Appendix 2: Draft Active Travel Strategy for Cambridgeshire

Appendix 3: User groups

- Living Streets
- Cambridgeshire Local Access Forum
- Cambridgeshire Ramblers' Association
- CTC Cambridge (Cycling UK)
- Camcycle
- Sustrans
- Zedify/Outspoken
- Women on Wheels
- British Horse Society
- Swavesey & District Bridleways Association
- Camsight
- Age UK
- Disability Cambridgeshire
- Cambridge Deaf Association
- Cambridgeshire Older Peoples Reference Group
- SCOPE
- Care Network

DRAFT ACTIVE TRAVEL STRATEGY FOR CAMBRIDGESHIRE

Version 0.1: Committee draft – H&T Committee 8th March 2022

NB:

- *Committee draft version – Councillor, CCC Officer and partner input to be addressed, followed by further stakeholder engagement on draft Strategy and detailed action plan of schemes.*

DRAFT

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Executive summary

[To be completed]

DRAFT

Introduction

Cambridgeshire is a diverse county facing several transport, societal and environmental challenges that need to be faced to enable meaningful change locally, for the benefit of all.

DRAFT

1 What is the purpose of the Strategy?

The recent prominence of active travel, through national policy and behavioural change due to the Covid 19 pandemic, has highlighted the importance that walking and cycling has on all our lives. Whether directly through living more active lifestyles, or indirectly through improved air quality, all people in Cambridgeshire will benefit from making more journeys on foot, cycle or other 'wheeled' modes of active travel. Alongside other key local policies, this Strategy will build on achievements so far, such as the high levels of cycling in the city of Cambridge and further increase journeys made by active modes across all of Cambridgeshire.

The overall purpose of this Active Travel Strategy ('the Strategy') is to provide a comprehensive set of policies that will enable quality provision of active travel infrastructure in Cambridgeshire to contribute to the County Council's target to achieve Net Zero Carbon by 2045. By enabling and encouraging more people to travel by active travel modes, the strategy will have a significant role to play in addressing:

- Improvements to Cambridgeshire's wider transport network by reducing the pressure of ever-increasing vehicular traffic on our roads and the significant impact this has.
- Sustainable growth in Cambridgeshire through well connected and integrated sustainable transport networks and supporting infrastructure.
- The achievement at a local level of a number of significant environmental targets including zero carbon, air quality and biodiversity.
- Achieving a significant positive impact on people's health, wellbeing and quality of life by enabling more active lifestyle choices and inclusive access to key services and leisure activities for people of all ability.
- Ensuring that all new developments meet a common standard of infrastructure provision for walking and cycling across the County.

The Strategy expands on the overarching vision for active travel set by the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (CPCA, 2022), shown below.



A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



The Strategy is also aligned with the Cambridgeshire Rights of Way Improvement Plan (ROWIP)¹. As the Local Highway Authority, this statutory document is important to bring about improvements to the Rights of Way network and enhance countryside access and should be read in conjunction with this Strategy. The objective of the ROWIP is:

“To manage, improve and promote a Public Rights of Way network as an integral part of a wider transport system which meets the needs of the whole community for safe sustainable local transport, which improves public health, enhances biodiversity, increases recreational opportunities and contributes to the rural economy”

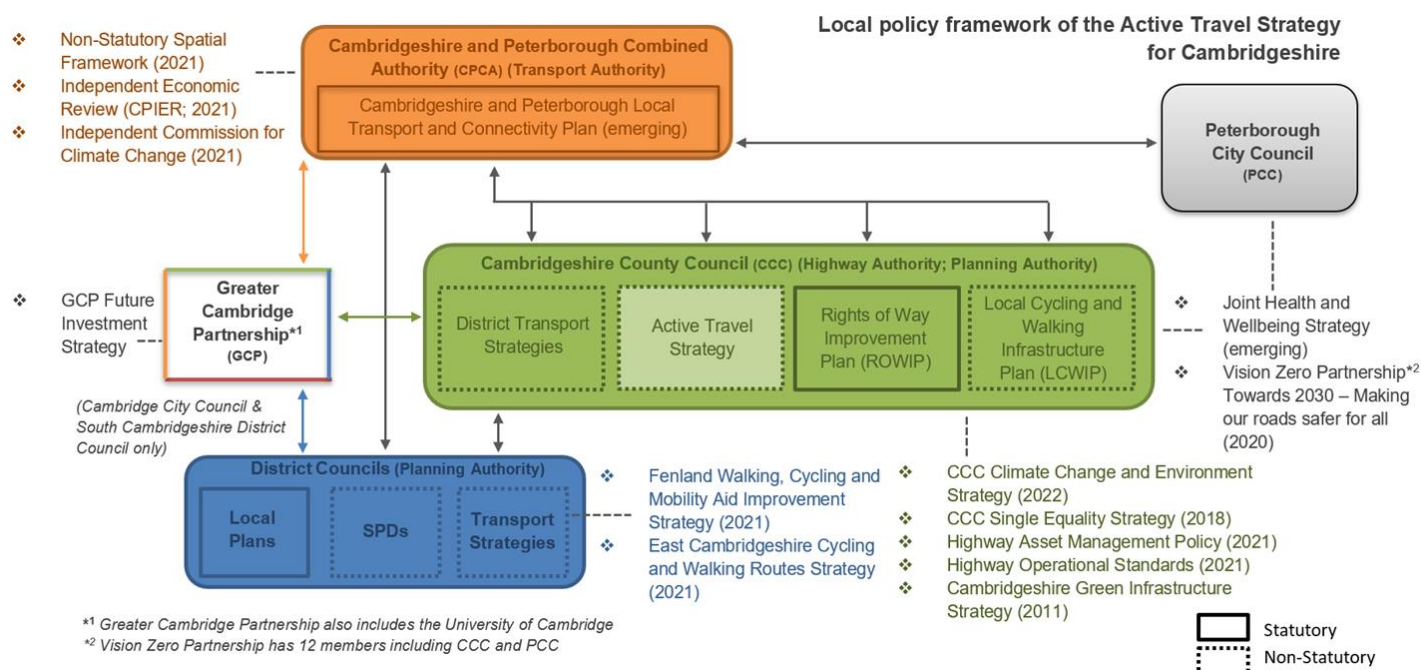
The ROWIP sets out how the public rights of way network, for which the County Council is responsible, will be managed and improved. Its scope includes all non-motorised users (NMUs) including equestrians, and although it contributes significantly to active travel objectives, it also has a more wide-ranging purpose including recreational needs of users.

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

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

¹ For the Rights of Way Improvement Plan see Local Transport Plan (LTP) - Cambridgeshire County Council

The wider policy framework that has informed the Strategy is illustrated below. It shows how the Strategy links with the key policy documents outlined above, as well as the wider policy considerations and responsibilities across partner organisations. Active travel plays a significant part in wider policy beyond transport, including the economy, health and wellbeing, safety and the environment. See Appendix 1 for more detail.



The overall aim of the Active Travel Strategy for Cambridgeshire is to enable and encourage more journeys to be made by foot or by cycle, particularly from those that are currently being made by private car, making active travel the most convenient and natural option for local journeys or as part of a longer journey.

The policies and high-level action plan will support future funding and delivery of a well connected, inclusive, safe and attractive active travel network across the county. A detailed action plan for scheme and policy development will accompany the Strategy.

The term ‘active travel’ within the Strategy refers to walking and cycling, but also includes:

- Wheelchairs, pushchairs, mobility aids such as mobility scooters, adapted cycles, e-cycles and cycle freight.

‘Active travel’ does not include walking, cycling or horse riding as a leisure activity in its own right, however are included within the Strategy where all ‘non-motorised users’ (NMU) need to be accounted for on the network.

In developing the strategy, consideration has been given to:

- Placing equal importance on the transport needs of rural areas and urban areas.
- The roles our partners play in achieving the vision.
- The wider drivers for a more sustainable and zero carbon society
- The role of emerging transport modes and technologies and how we can support this
- Ensuring the Strategy remains inclusive and safe for all, considering the variety of travel modes people use and issues of personal safety
- Ensuring integration with other transport modes such as buses and trains, and the private car where needed.
- Engaging with and inclusion of equestrians as vulnerable users of the network
- The role of active travel as a leisure pursuit or to access leisure in encouraging more active lifestyles
- The views of a range of stakeholders and user groups to understand the issues and inform the solutions
- The financial impact of developing and maintaining a quality active travel network, fit for purpose now and for years to come.

2 Benefits of active travel

Housing and employment growth in Cambridgeshire is planned to continue, increasing the need to persuade more people out of their cars and to more active modes of travel. Without this change, there will be continued increases in air pollution and journey times due to significant congestion on the roads across the county, and we will fail to meet significant international, national and local targets to combat climate change.

This Strategy looks to build on the success of existing high levels of walking and cycling in Greater Cambridge to create a culture of Cambridgeshire people making active travel choices in all parts of the county. As well as becoming a natural choice for local journeys, providing more strategic cycleways and integrating with transport hubs will enable longer journeys to be made by sustainable modes. Making these travel choices will reduce the increasing pressure on the many serious issues facing not only our immediate environment, but also the wider environmental impact and quality of life for future generations.

How can active travel help?

Improve our environment now and for the future:

- Reduce air pollution – reduction in the production of particulates and nitrogen dioxide (NO₂) – Cambridgeshire Climate Change and Environment Strategy 2020
- Reach net zero carbon by 2045

Improve our health and wellbeing:

- 60% of adults (18+yrs) classified as overweight or obese (Source: Cambridgeshire Insight – Health and Wellbeing)
- 72% of adults physically active (19+ years) (Source: Cambridgeshire Insight – Health and Wellbeing)
- Low happiness (16+yrs) – 10.56% (Source: Cambridgeshire Insight – Health and Wellbeing)
- Almost a third of all 10 and 11 year old children in Cambridgeshire are Obese and over 60% off all adults in Cambridgeshire and Peterborough are overweight.
- Cycling and Walking can help reduce the risk of Cardiovascular disease, Diabetes and Dementia (Source: Joint Strategic Needs Assessment²)

Reduce traffic congestion:

- 83% own a car/van (Source: Cambridgeshire Insight – Environment)
- 15% - reduction in car miles driven in Cambridgeshire and Peterborough by 2030 (Source: Cambridgeshire and Peterborough Independent Commission on Climate)

² Cambridgeshire Insight – Joint Strategic Needs Assessment (JSNA)

- Cambridgeshire rates of cycling and walking are the lowest amongst the over 40s (Source: Joint Strategic Needs Assessment)

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3 Cambridgeshire context and challenges

Cambridgeshire is a diverse county, formed of the city of Cambridge, market towns, and large rural areas made up of villages and open countryside. There is significant planned growth across the county which presents a number of transport challenges, such as dependency on travel by private car and continued pressures on bus services. These challenges are particularly prevalent in rural areas. The Covid 19 pandemic has changed the way people travel, but the long term impact is still unknown which presents a new challenge, but equally an opportunity to address the changes to how the people of Cambridgeshire are living, working and travelling.

The city of Cambridge and its immediate surrounding area form a globally significant high-tech & biotech cluster, with Cambridge University a major employer and source of knowledge and skills that supports and drives the businesses in the cluster and the local economy. The Cambridge area is a very desirable place to live, study and work, but is also a significant trip generator from the other parts of the county and from neighbouring areas for work, business and leisure. Traffic congestion is already a significant problem in Cambridge and many of the market towns, and with the recognised need to tackle the wider climate crisis, there is a target to reduce car miles driven within Cambridgeshire and Peterborough by 15% by 2030 (compared to baseline), as set out in its Independent Commission on Climate Report.³

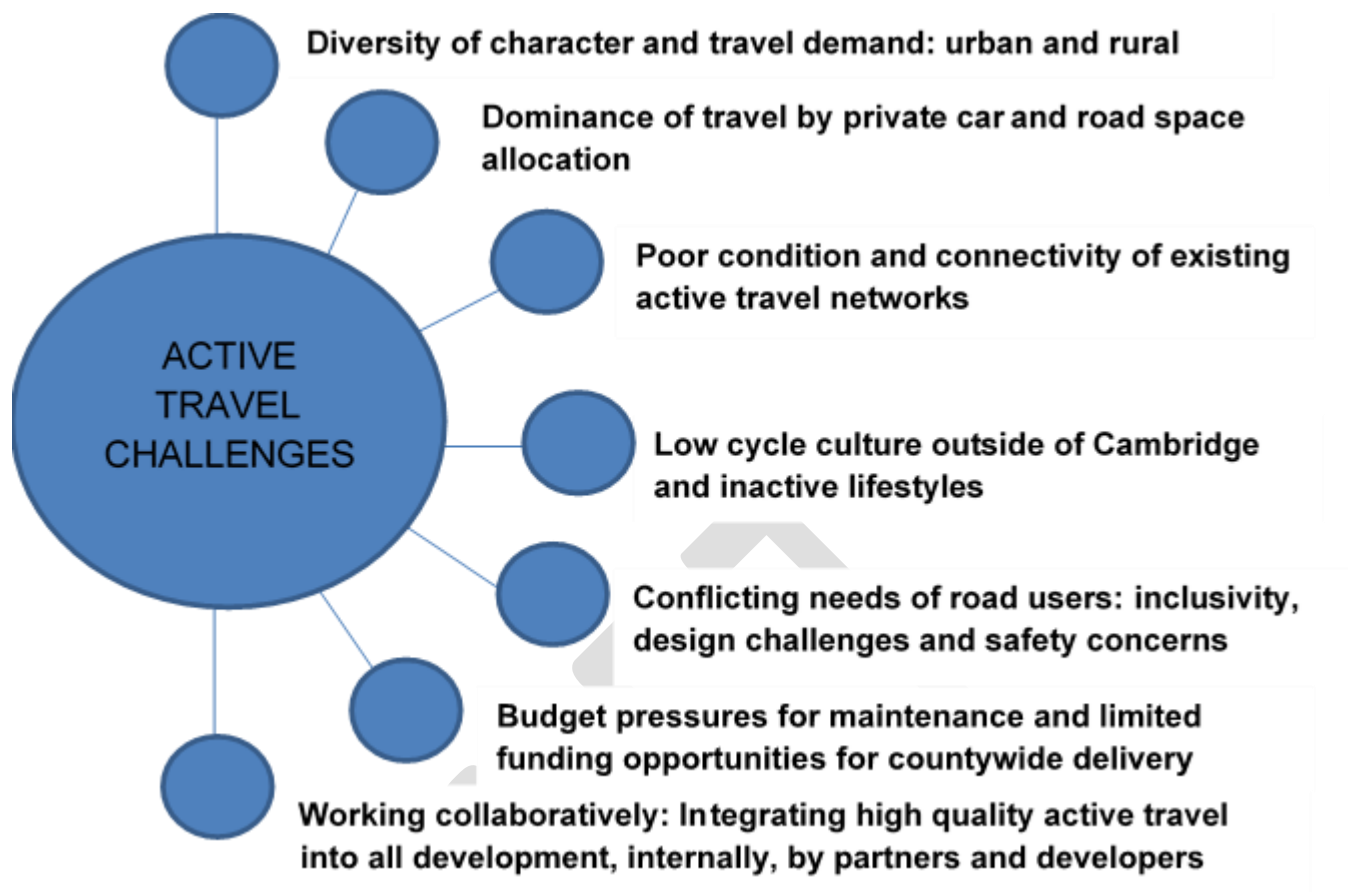
The city of Cambridge has the UK's highest levels of cycling with 29% of its working residents cycling to work in 2011. Cambridge also topped the table in Sport England's 2015 active people survey with 33% of adults cycling three times a week. The Cambridge cycling phenomenon is spreading to South Cambridgeshire with 7.6% of residents cycling to work in 2011. However, although half of work trips are walked or cycled in Cambridge City, only one in seven walk or cycle in the rest of the county⁴, with walking preferred over cycling.

Cambridgeshire is a predominantly rural county and many of the rural areas, particularly in the north of the county, suffer from problems related to social exclusion through poor transport access to key services. Improving walking and cycling routes to key destinations for work, education and health care is an important part of local transport policy.

Increasing levels of active travel across Cambridgeshire, with a focus on making more journeys by foot or cycle that are currently being made by private car, will play a significant part in tackling the many local transport challenges as well as wider impacts on climate and health. To achieve significant modal shift, the following challenges will need to be addressed:

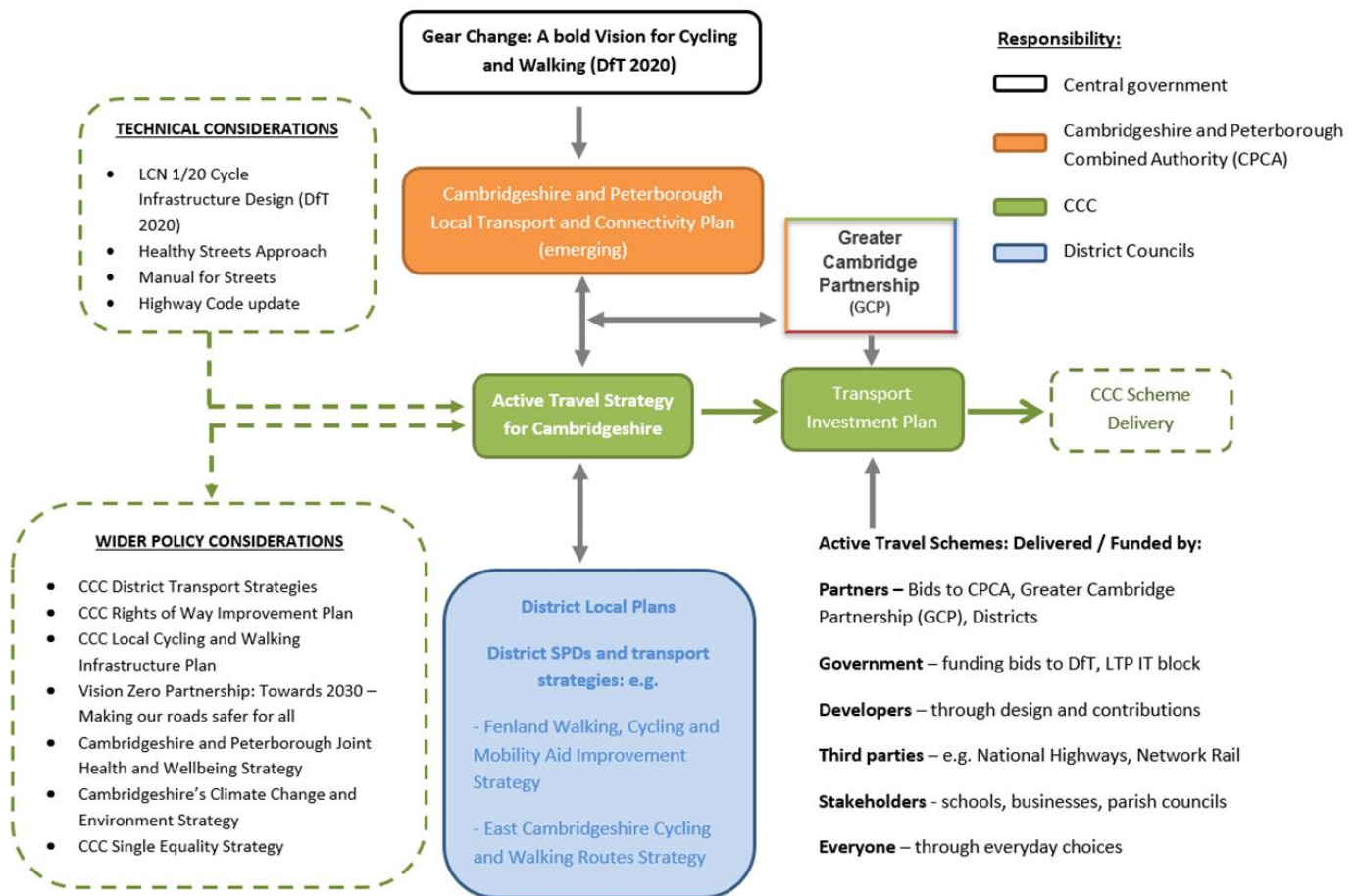
³ Cambridgeshire & Peterborough Independent Commission on Climate, 2021

⁴ CAMBRIDGESHIRE TRANSPORT AND HEALTH JSNA ACTIVE TRANSPORT: KEY FINDINGS



Since the Devolution Deal in 2017, the responsibility to produce the Local Transport Plan (LTP) has passed from Cambridgeshire County Council to the Cambridgeshire and Peterborough Combined Authority (CPCA). The CPCA is currently updating the adopted LTP (2020), and this strategy is aligned with the emerging Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP).

The diagram below shows the relationship between the County Council transport strategy documents that sit under the CPCA's LTCP, the Greater Cambridge Paternship, district planning and transport plans and strategies, and the opportunities for funding and delivery of schemes.



There are several technical references and wide ranging policies that have all been considered as part of this strategy, some of which are referenced within the policies and should be read alongside the document. See Appendix 1 for further detail on considered policies.

The Strategy is underpinned by a bold Central Government decarbonisation agenda prioritising development in sustainable travel, including several targets and commitments for increased cycling and walking over the coming decades, as illustrated below:

Cycling and Walking Investment Strategy 2017

"We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey"

By 2040 our ambition is to deliver:

BETTER SAFETY 'A safe and reliable way to travel for short journeys'

BETTER MOBILITY 'More people cycling and walking - easy, normal and enjoyable'

BETTER STREETS 'Places that have cycling and walking at their heart'

Decarbonising Transport: A Better Greener Britain 2021

The plan in detail: Increasing cycling and walking



Gear Change: A bold vision for cycling and walking 2020

“England will be a great walking and cycling nation”

A bold future vision of cycling and walking in England:

- Healthier, happier and greener communities
- Safer streets
- Convenient and accessible travel
- At the heart of transport decision-making

Cycle Infrastructure Design: Local Transport Note 1/20



“This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters.”

Vision and Objectives

A vision for Cambridgeshire that acknowledges the need to embrace active travel as an authority and a society, and our roles in achieving the significant and essential wider health and environmental benefits needed.

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4 Vision

Active travel will be embraced in all transport policies, projects, investment and development in Cambridgeshire, prioritising cycling and walking and associated travel modes. We will create a well-connected, safe and inclusive active travel network that will become the 'go-to' travel option for many local journeys.

We will enhance existing active travel infrastructure, expand the network with new, quality active travel routes and rebalance the use of road space to better reflect the road user hierarchy to increase the number of journeys taken by foot, cycle or other associated active modes, whilst taking account of other non-motorised user (NMT) needs, such as equestrians.

The Strategy will identify the policies and steps needed to create and deliver a connected countywide active travel network, making it a high transport priority, improving internal and collaborative processes, as well as seeking new ways to encourage people to make active travel a natural choice for the many shorter journeys currently taken by private car, as well as part of a longer journey made by other sustainable modes of travel.

The County Council will:

EMBRACE: embrace active travel as a transport priority within Cambridgeshire, looking at internal processes and better collaboration and communication with partners and stakeholders that puts active travel at the forefront of all decision making and investment.

ENHANCE: enhance the existing network of pavements, footpaths, cycleways, bridleways, and other public rights of way so it is connected and fit for purpose. For example, through improved surfacing, widening, signage, crossings, and decluttered pavements.

EXPAND: expand existing routes to create a well-connected, safe, joined up active travel network, that improves access to key amenities such as schools, town centre facilities, transport hubs and places of healthcare and employment.

ENCOURAGE: encourage modal shift to active travel modes through a variety of initiatives focussed on encouraging and supporting behavioural change. Make people aware that travel by active modes is a viable, attractive, healthier and safe option for many of their local journeys.

5 Objectives

These objectives set how we will seek to achieve the active travel vision for Cambridgeshire and how the 4E's will be embedded into the longer term delivery of the Strategy. The County Council will:

1. Embrace a clear deliverable vision for a high quality, safe and connected active travel network across Cambridgeshire that will enable and encourage more journeys to be taken by foot or cycle that are currently being made by car. This will support achieving Net Zero Carbon in Cambridgeshire by 2045.
2. Focus on shorter local journeys as well as capturing the increased potential for longer journeys to be taken by active travel modes in conjunction with public transport and e-bikes. An integrated network will better connect both urban and rural communities to local facilities, improving social inclusion, physical and mental health, and wellbeing.
3. Deliver significant step-change in active travel provision across the county, by improving internal processes and collaborative working with key partners and developers. Securing investment will ensure active travel is embedded and prioritised in all policies, future decision-making, projects, schemes, and policies at all levels.
4. Ensure the existing and future active travel network is fit for purpose by;
 - a) Ensuring active travel is considered as part of all transport schemes and development at the outset; and
 - b) Exploring new ways to prioritise maintenance of active travel infrastructure, addressing the importance that well maintained routes have on sustained use; and
 - c) Embedding a 'whole life cycle' approach to scheme development, ensuring all schemes are designed and funded to minimise the ongoing maintenance cost.
5. Explore new ways to promote and encourage active travel and support initiatives that create behaviour change and modal shift to active travel modes, including the issue of 'knowing what's out there'. Look holistically at the shared experience and influences that make walking or cycling an attractive option as a form of travel.

Active travel is one part of a much bigger transport picture that will play a part in achieving wider health and climate targets both locally and nationally. Modal shift away from travel by private car will depend on other significant changes, such as the reduced need to travel through integrated land use and transport planning, and significant improvements to integrated public transport.

Improved digital connectivity and flexible working patterns, building on the ability to work more from home as experienced through the pandemic will help people live and work more locally. The Cambridgeshire and Peterborough Combined Authority

emphasises the important role this plays in future travel patterns as outlined in the Local Transport and Connectivity Plan, which also sets out the Authority's plan for improved bus service provision across the region.

This Strategy aims to be bold but also realistic, setting out a step change in transport priority, but delivered over many years to reach the longer term net zero carbon targets by 2045. There will be a short term focus on better collaboration internally and with key partners, improving internal processes prioritising active travel in all decision making, supported by a clear active travel network vision and prioritising a future pipeline of schemes. The short term actions within the high level action plan and possible 'quick wins' do not depend on significant levels of funding but focus on setting good foundations for significant quality active travel infrastructure improvements and decision making over the lifetime of the plan.

The medium and long term high level actions will focus on developing and implementing a detailed pipeline of active travel improvements and new schemes that will work to achieve the longer term vision. This stage will be dependent on securing funding opportunities to design and deliver the pipeline of schemes as part of the Council's Transport Investment Plan. More detail on the funding and delivery of the Strategy is under section 10: Funding and Implementation.

Policies

Achieving a step change in improved collaboration, quality design and successful long term delivery through putting active travel at the heart of everything we do, achieving the significant change needed by 2045.

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Our active travel approach

This Active Travel Strategy for Cambridgeshire is designed to complement, reflect and align with a range of plans and strategies, as active travel contributes directly to a whole range of policy outcomes. These include: Health & wellbeing, equality & inclusion, safety, climate and environment, and sustainable growth.

This section sets out the policies of the County Council as Local Highway Authority for Cambridgeshire. These policies should be read in conjunction with:

- CPCA's Local Transport and Connectivity Plan (LTCP)
- CCC's area-based transport strategies
- Cambridgeshire Rights of Way Improvement Plan
- District Councils' Local Plans and transport strategies
- The Greater Cambridge Partnership's workstream.

They are intended to provide a robust framework which may be referred to by our partners and adhered to by all parties where active travel modes are considered or affected. For a full list of documents considered as part of the Strategy, see Appendix 1.

Policy AT01: The overarching Strategy approach

As a key part of the transport network, active travel will contribute positively to the climate change and health agendas, support economic growth, mitigate the transport impacts of the growth agenda and help protect the county's varied but distinctive character and environment. To achieve this, active travel networks will be provided in an integrated and accessible way to embrace, enhance, expand and encourage active travel journeys. At the heart of this Strategy are safety, inclusivity, and connectivity, ensuring everyone can get to where they need to go.

[Meets objective 1,2,3,4,5]

This Chapter sets out the policies under the 4 E's: Embrace, Enhance, Expand and Encourage.

6 EMBRACE

By embracing the use of active travel modes across the county, we will put active travel at the forefront of decision making on transport investment decisions. It will be embedded into the design and delivery of transport schemes, with users needs prioritised and attention focussed on integrating active travel from project inception. These measures will support active travel as the go-to option of travel, particularly for everyday local journeys, or as part of a longer journey. In all contexts, where people are making journeys, decision makers must always consider and prioritise active travel at the outset. Existing user needs including those of equestrians will be recognised and considered in order to achieve an acceptable balance. One of the key aims of the Strategy is to ensure a wide range of policies adopted by the County Council and endorsed by district and local partners reflect and support the move towards active travel.

Nationally there are commitments to embracing and popularising active travel, both directly in travel and transport policy, such as through Gear Change⁵, but also in other areas, such as, health and environmental policy, such as Decarbonising Transport⁶. Locally, it is by working across departments and collaboration with partners and developers, that the greatest changes will be made, active travel fully embraced, and the rewards gained.

Policy AT02: Collaborative working with partners, businesses and developers

The County Council will work collaboratively with key partners, partner agencies, businesses and developers to deliver enhanced and expanded active travel networks which encourage and facilitate active travel journeys. Partners include all those who can influence active travel, including the Cambridgeshire and Peterborough Combined Authority (CPCA) as Transport Authority, the District Councils as Planning Authorities, and the Greater Cambridge Partnership (GCP). Wider partner agencies, Parish and Town Councils and community groups also have an important role to play. Failure to work together could result in ad hoc provision, missed opportunities or duplication of work. Taking a proactive, positive and collaborative approach will support the successful long-term delivery of the Strategy.

All partners must consider active travel and prioritise it through the planning process and from the inception of all ideas, projects, programmes and plans which involve people making journeys.

CCC will engage with the Local Plan process to encourage robust policies which prioritise walkable neighbourhoods, integrated land use / transport planning, and active travel in new developments including appropriate car parking standards and cycle parking standards as well as other supporting infrastructure.

⁵ [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/642422/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

⁶ [Decarbonising Transport – A Better, Greener Britain \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/642422/decarbonising-transport-a-better-greener-britain.pdf)

[Meets objective 1,3]

Policy AT03: Ensure that Active Travel is prioritised in new developments.

Transport Assessments (TA) are required to support any planning application that produces a net increase of 50 person trips (by all transport modes) per day. For smaller scale developments a Transport Statement (TS) is generally required. However, a full TA may also be required if the development falls below this threshold but there are other local issues that may need to be addressed.

Measures that embrace, enhance, expand and encourage active travel for new developments must be included in a TA or TS, so that active travel considerations are embedded from the start. The Council encourages developers to work with transport officers at the outset of their projects to ensure all opportunities are considered. The CCC Highway Development Management General Principles for Development⁷ document set out requirements to applicants, developers, their agents and local authority officers in relation to new highway, access and adoptable infrastructure across Cambridgeshire. This could be updated to reflect the key theme of embracing active travel in all new decision making, see Action Plan 08.

An Active Travel Toolkit for New Developments will be written and adopted (see Action Plan 02) that will provide guidance for planning authorities, County Council departments and developers. Developments of all types and sizes will need to refer to the Toolkit and ensure the checklist is considered at the earliest stage to ensure provision of or impact on active travel is accounted for.

[Meets objective 1,2,3,5]

Policy AT04: Internal processes

Active travel consideration must be embedded across the Council. A joined up approach and sharing of information internally will foster better outcomes for active travel and improved engagement and consultation with all relevant teams at both early and detailed design stages will be necessary.

The County Council will explore new ways of working that ensure wider consultation within Council teams, relevant partners and key stakeholders as appropriate across stages of scheme inception, design and implementation. See Action Plan 12 and 13.

[Meets objective 1,3,4]

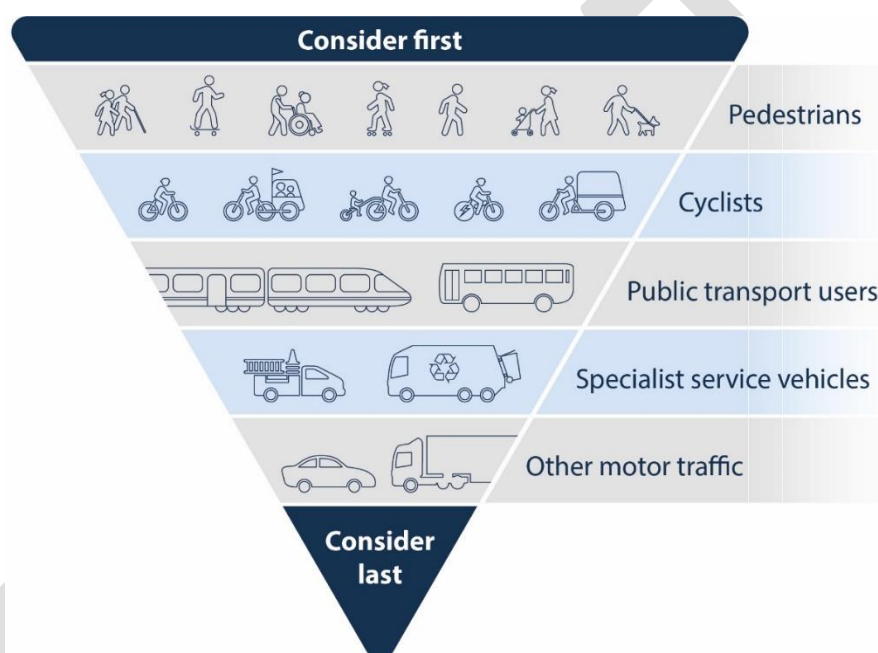
Policy AT05: Prioritisation of user hierarchy

An important part of embracing active travel is putting non-motorised users at the top of our transport user hierarchy, as illustrated below. Vulnerable road users and

⁷ [Highway development management - General principles for development - May 2021 \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/highway-development-management-general-principles-for-development-may-2021)

active transport modes are at the top of the hierarchy and should be a focus of all policies and schemes, ensuring they are provided for appropriately and not adversely impacted, considered on an individual scheme basis. Manual for Streets (DfT 2007) sets out the user hierarchy and 'Place' and 'Movement' concept and should be referred to alongside this policy.

The user hierarchy will be used as a guide for setting priorities and allocating funding towards programme areas and schemes. The hierarchy will be applied to the development and review of all specific transport strategies such as the district-based transport strategies and should be considered during the design of any new or improved transport scheme. Any variation from this will require justification of why full compliance to this is not either possible or appropriate to the scheme.



[Meets objective 1,2,4]

Policy AT06: All highway improvement schemes must consider active travel

As set out in LTN 1/20⁸ appropriate cycle facilities should be provided within all new and improved highways in accordance with the guidance, regardless of whether the scheme is on a designated cycle route, unless there are clearly-defined and suitable alternatives. Improvements for walking should also be provided to meet the Healthy Streets indicators where appropriate.

Highway improvement schemes must consider active travel improvements and it will not usually be acceptable to maintain an existing poor level of service for those walking or cycling. Along new transport routes such as major highway improvements, transport corridors and new busways, dedicated and generous

⁸ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-1-20)

parallel NMU (non-motorised user) facilities should be provided as standard along the full length, and connected to wider existing infrastructure.

When a transport scheme has passed key stages of the Gateway process in the County Council's Project Management Framework and scheme design commences, all design and development must prioritise and embed the needs of those using active travel modes. Policies set out in National Planning Policy Framework (NPPF), the National Model Design Code, and the Rights of Way Improvement Plan (ROWIP) must be observed and implemented. Partnership working is crucial in involving all parties who can advise on the needs of active travel.

[Meets objective 1,3]

Policy AT07: Accessible and inclusive provision

Accessible and affordable transport is a lifeline for many Cambridgeshire residents. It connects people to opportunities for socialising, working, learning and healthcare. Effective transport networks enable communities to contribute to economic growth and support diverse and thriving populations. However, travel in some areas, particularly in rural areas, can be problematic to those who do not have access to a private vehicle, or where households have access to one vehicle but have multiple journey needs.

Our networks and connections will be planned and designed to create inclusive and safe environments for all to enjoy the benefits of active travel, including appropriate enforcement of issues such as pavement parking and street clutter which can be a barrier to active travel for those using mobility equipment and those with pushchairs. We will continue to work with partners to learn lessons and continually update our best practice. This will include early engagement with user groups and considering appropriate surfaces for vulnerable users.

We recognise that not everyone is able to take up an active mode of travel and the use of private car will remain essential for those people. We will, however, look to better provide for alternative sustainable modes of travel that may be possible for people who would like to travel by other means such as wheelchair, mobility scooter or form of adapted cycle, and make walking a safer and more attractive option for people with impaired mobility.

[Meets objective 1,2,3,4,]

Policy AT08: Safety for all

The County Council is a member of the Vision Zero Partnership, which is committed to a Safe System approach. Its structure and activities are based on the principles of

Safe Systems and the Vision Zero Strategy: Making our roads safer for all (2020) sets out how all partners will work together to achieve Vision Zero.

No human being should be killed or seriously injured as the result of a road collision

As Highway Authority, the County Council supports this vision and will ensure that safety is a prioritisation through any scheme, and the safety of vulnerable road users will be considered through appropriate design and implementation of active travel infrastructure at all scales and stages of development.

It is recognised that safety means different things to different users of the network. For example, the safety challenges of a non-disabled person will be different to someone who uses a wheelchair or are blind. Equally, the safety challenges will be different for a child versus an elderly person, and between other people who experience marginalisation related to their protected characteristics. We will also consider the different challenges people may face related to rural isolation and poverty, two additional priority groups identified in Cambridgeshire County Council's Single Equality Strategy. It will be important that all users of the road network are considered through the design and development process, and the County Council requires an Equality Impact Assessment to be produced as an integral part of the process for all schemes.

[Meets objective 1,2,3,4,5]

7 ENHANCE

Cambridgeshire has an existing network of roads, pavements, cycleways and, public rights of way such as footpaths and bridleways, but not all of these are fit for purpose and therefore active travel can be hindered. This is more acute in some parts of the county than others and is noted in the Rights of Way Improvement Plan (ROWIP). This section focusses on the active travel network used for everyday journeys to places of education, health and work, and local amenities such as town centres. It aligns with the ROWIP that focusses on the recreational activities associated with the wider Rights of Way network.

There are significant challenges to maintaining an active travel network, in terms of resource, budget pressures, and poor design or materials used. However, by filling 'gaps' in existing parts of the network and improving surfaces and signage and adopting forward thinking approaches, such as Healthy Streets for pavements in our towns and city centres, significant enhancements can be made. As set out in the 'Embrace' section, wherever possible, the opportunity will be taken to improve the existing walking and cycling networks as part of all highway schemes

Where possible, enhancements should incorporate ecological benefits in schemes in accordance with the Council's net biodiversity gain 'Doubling Nature' set out in its Climate Change and Environment Strategy, recognising the value of green infrastructure to mental health and well-being.

Policy AT09: Improve existing walking and cycling provision

The Strategy recognises that there are known gaps in the rights of way and walking and cycling networks that can detract usage and impact on users' safety.

We will seek to fill these gaps to greatly enhance provision, provide complete and safer routes and encourage new users to take up active travel journeys. This policy links directly to ROWIP SOA5 Filling the Gaps. Such schemes will be investigated further through the creation of a pipeline of active travel schemes, see Action Plan 01.

[Meets objective 1,2]

Policy AT10: Improve supporting infrastructure of the existing network

To fully support the increase in more active travel journeys, accompanying infrastructure must also be delivered. Supporting infrastructure includes providing quality cycle parking in the right locations, using the latest design standards, providing lighting where possible and appropriate, and installing signage and wayfinding to make routes as user friendly, attractive and safe as possible.

The County Council will seek to improve supporting infrastructure to support the long term and sustained increased use of the existing active travel network targeted through this strategy. The County Council, partner organisations and developers should seek to include provision of supporting infrastructure in all schemes that has the opportunity to improve and support existing active travel infrastructure and journeys. See Policy AT19 for supporting infrastructure for new schemes and development.

[Meets objective 1,3,5]

Policy AT11: Adopt the Healthy Streets approach

The Healthy Streets approach, illustrated below, includes 10 Healthy Streets indicators that provides a framework for the active travel network, ensuring that all decisions in the built environment improve people's health by delivering better places for people to live in. In an active travel context, we will address existing streetscene issues such as removing street clutter, improving air quality, providing easy to navigate places to cross roads, and providing places to stop and rest. Planning for these provisions requires the support and commitment of our many partners and we will work together to improve accessibility and ease of movement for pedestrians, cyclists and those using non-powered wheels and so enhance journeys by these modes and the health of our population.

Figure 1: Healthy Streets Indicators, TfL⁹



The Council will support schemes and initiatives that will improve the existing built environment that seeks to achieve the healthy streets approach and will seek to find

⁹ <https://www.healthystreets.com/>

opportunities to implement this through specific schemes or wider area improvements.

[Meets objective 1,2]

Policy AT12: Explore ways to prioritise maintenance of active travel infrastructure and future proof transport schemes

Maintenance of our active travel routes and supporting infrastructure will be a key part of achieving our vision, ensuring it continues to be fit for purpose. All new schemes will need to be designed and costed to minimise the long term maintenance cost, taking into account the implications of the legal status of a route on maintenance. Any new NMU route being offered for adoption must meet the criteria set out in the County Council's NM Adoption Policy¹⁰.

The County Council will:

- a) Consider new ways to prioritise and deliver the maintenance of active travel infrastructure, e.g. through consideration of the maintenance programme and legal classification of assets, see Action Plan 03.
- b) Explore different funding models of schemes e.g. commuted sums, and will consider innovative ways to maintain the network, such as using volunteers and community groups. See Action Plan 04 and 09.

[Meets objective 1,3,4]

Policy AT13: Use enforcement powers to better manage active travel routes

Congested streets and antisocial parking can detract from active travel. Effective traffic management and enforcement of restrictions will help to create and enhance active travel routes, for example active enforcement of bus gates.

A number of traffic restrictions were implemented across the county during the Covid-19 pandemic in 2020-2021, funded by Government's Emergency Active Travel Fund. Schemes involving Traffic Regulation Orders in the form of modal filters, were implemented to give more space to pedestrians and cyclists and promote a greener recovery. These schemes, some of which were experimental, showed how restrictions to the network can provide better routes for walking and cycling, and the wider impact on the transport network.

As Highway Authority, we will use our enforcement powers to support the enhancement of active travel routes. Further powers will become available through

¹⁰ See appropriate appendix in the Council's Highway Operational Standards Highway policies and capital maintenance programme - Cambridgeshire County Council

the enactment of Traffic Management Act part 6 which could be used to enable safer active travel routes.

Station Road, Cambridge: bus gate [Image]	Newtown, Cambridge: modal filters [Image]	Luard Road, Cambridge: modal filter [Image]
Protects the Cambridge Station plaza area for cycling, walking and buses	Restricted through-traffic movement making it safer and less congested, enhancing active travel	Modal filter made permanent enhancing safety for walking to school and a safer cycling route

[Meets objective 2,3,4]

Policy AT14: Investment in the Rights of Way Improvement Plan (ROWIP)

The ROWIP¹¹ has been a key policy document for Cambridgeshire since 2006 and the Statements of Action were all updated in 2016. It works in harmony with the Local Transport Plan and the Cambridgeshire & Peterborough Health & Wellbeing Strategy, and now the Active Travel Strategy. “The Plan is well used and has been invaluable in helping to bring about improvements to the rights of way network and enhancing countryside access.”

Continued investment in the priorities set out in the ROWIP is fundamental to this Active Travel Strategy. Securing funding from all available sources and working in partnership with the CPCA, District Councils and the Local Access Forum (LAF) in Cambridgeshire will help to deliver on our commitment to enhancing active travel by raising awareness of the ROWIP and implementing the Statements of Action. Considering recent political and policy changes, a future review/update of the ROWIP will be considered, see Action Plan 05.

[Meets objective 1,2,3,4,5]

¹¹ [Cambridgeshire ROWIP update April 2016 \(1\)](#)

8 EXPAND

A key focus and challenge for this strategy will be to expand the existing transport network to encourage and facilitate more active travel. High quality routes linking towns and villages with key destinations, main employment areas, transport hubs and schools will be particularly important. There will be a strong focus on making active travel the first choice for these journeys. Filling in missing links, included within the 'Enhance' section, will be a key part of achieving this.

The draft Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) identified routes most likely to generate additional cycle journeys using mainly census journey to work origin and destination data in each of the districts. Whilst these routes are generally supported, consultation on the plan has also identified the strong wish for safe walking and cycling routes connecting villages to services, particularly to village colleges and to Cambridge and the Market Towns.

The Strategy recognises that a tailored approach will be needed, working with local communities and user groups across the county, to reflect the varied demographics, existing infrastructure provision and travel patterns experienced in different areas.

Our district-based transport strategies will detail the specific challenges for active travel in each district, particularly the larger market towns, and set out the strategy approach for each area.

The infrastructure needs of walkers and cyclists differ. This has been reflected in this section, alongside the varying challenges between urban and rural areas.

The Strategy supports leisure journeys by active travel modes through links to the Public Rights of Way network, but primarily focusses on journeys that would otherwise be made by private car. Early engagement with all users, including the equestrian community, will be required.

Policy AT15: Our vision for a connected active travel network across Cambridgeshire

Alongside enhancing our existing network of walking and cycling routes, future infrastructure provision needs to be well connected to key services and facilities and integrated in to the wider transport network. This network vision will provide the basis for a detailed active travel network following further local engagement and technical work, to build on the work already undertaken on the Local Cycling and Walking Infrastructure Plan (LCWIP). All schemes will be included within an updated Transport Investment Plan (see Action Plan 06) and delivered as funding opportunities are secured.

[Meets objective 1,2]

Policy AT16: Creating a quality active travel network

The capacity, quality and safety of walking and cycling networks will be increased to enhance and promote healthy and active travel. The highest possible standard of cycling and walking infrastructure appropriate to a location will be pursued in line with the most recent design guidance.

The use of active travel as part of multi-modal trips will be encouraged wherever possible. Walking and cycling links to travel hubs, railway stations and bus stops will be essential to create a joined up sustainable transport network. Routes will be direct, accessible, safe and wide enough to provide a suitable environment.

We will work with communities to identify everyday destinations for active travel, to highlight barriers such as unsafe or difficult to use junctions, and to identify opportunities for new community links.

[Meets objective 1,2]

Walking network

The walking network refers to pavements and public rights of way that can be used by foot, wheelchair or mobility aid, and also includes people who use pushchairs and push scooters. Walking offers a cheap and – for many people - easy mode of travel as usually no new equipment is needed. Walking could be a viable and healthy alternative to many local journeys that are currently made by private car, including as a stage of a longer journey if walking to a train station or bus stop.

All new walking infrastructure should be considered at the early stage of scheme design and the following criteria should be considered and applied where possible:

- 10 Healthy Streets indicators provides a framework for the active travel network (see policy AT10), particularly with regard to walking and the County Council will aim to balance these factors to provide improvements to existing streets and designing new provision, for example:
 - low volume and speed of traffic where feasible, and designing new provision.
 - Safe pedestrian crossings appropriate for the location, which should follow desire lines
 - Seating, lighting, shade and wayfinding.
- All new schemes should refer to the Active Travel Toolkit for New Developments once adopted, see Action Plan 02.

Cycling network

Cycling offers the possibility to travel further than is often acceptable by foot, and journeys made by cycle could become even longer with the uptake of electric cycles. Although cycling on roads is possible, and may be the best option in some circumstances, such as low volume and low speed trafficked locations, segregated provision is preferred on busier and faster roads, as set out in design guidance. Segregation will attract new and inexperienced cyclists and make it safe for all, including children.

Therefore, in the provision of new cycle infrastructure the following criteria should be considered and applied where possible:

- The optimum standard of cycling infrastructure appropriate to a location will be pursued in line with the Department for Transport's guidance on designing high-quality, safe cycle infrastructure LTN 1/20¹²
- It is recognised, however, that where highway space is limited and private land acquisition not possible, compromises may need to be made. Where meeting LTN 1/20 is not possible, this will need to be justified and a best alternative design that achieves the optimum solution within the constraints of the highway will be sought in collaboration with partners and local communities.
- Cyclists should be offered the most direct route based on existing and latent trip desire lines.
- The County Council will work closely with rail operators to permit bicycles on trains where appropriate or ensure appropriate provision for secure cycle parking where this is not possible.

Urban areas:

Urban areas across Cambridgeshire includes the city of Cambridge and market towns where footfall and travel demand is higher due to the higher populations compared to villages. People living in more urban locations often live closer to their key services and facilities. An important part of this strategy is to enable and encourage more people to make such local journeys by foot or cycle, reducing the need to travel short distances by private car.

The number and/or size of new development in urban areas often lead to more opportunities for new or improved active travel infrastructure due to developer contributions. Also, funding of schemes in urban areas is more likely to come forward due to the higher travel demand and subsequent benefit/cost ratio. These benefits

¹² Cycle infrastructure design [Cycle infrastructure design \(LTN 1/20\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120) - GOV.UK (www.gov.uk)

will need to be fully realised to maximise the opportunities to deliver active travel infrastructure in urban areas across the county.

Policy AT17: Cycling in urban areas

Expansion of the cycling network will focus on filling in the gaps, removing barriers and identifying new routes to create a safe cycle network linking to education, employment, public transport hubs, shops and other services.

Improvements will include:

- Improving junctions which have a high accident rate for people cycling or which act as a barrier to those wanting to travel by bike. This could include advanced stop lanes and approach lanes, advanced green stages at signals and innovative measures such as Dutch-style roundabouts and segregated facilities at signals
- Provision of segregated facilities along main radial and orbital roads. This may necessitate reallocation of space for vehicular traffic, for example reduction of traffic lanes or making roads one-way for motor vehicles to allow for two-way cycle provision.
- Speed and traffic reduction measures such as 20 mph zones, school streets, creation of low traffic neighbourhoods and bus-only through routes as well as traffic calming infrastructure.
- Widening existing shared use paths where space is inadequate or physically segregate people walking and cycling where usage creates conflict and provide new off-road routes which link key destinations

Changes to junctions, low traffic neighbourhoods, and re-allocation of vehicular space need to be considered on a city or town-wide basis and modelling work will need to be undertaken to understand the potential effects of such changes.

Local and stakeholder consultation at a very early stage will also be essential.

Further detail on the approach in the market towns and the Greater Cambridge area can be found [Transport Plans And Policies - Cambridgeshire County Council](#) and [Transport Projects - Greater Cambridge Partnership](#)

[Meets objective 1,2]

Policy AT18: Walking in urban areas

The network of walking routes in urban areas generally already exists with pavements and footpaths, and the LCWIP identifies priority walking routes for improvement in the city of Cambridge and larger Market Towns which link to local shops, schools, employment areas and other services. Footways and footpaths need

to be inclusive and accessible to those with disabilities, particularly those who use a wheelchair.

As set out in the LCWIP the focus will be on improvements to these routes using the Healthy Streets approach as well as:

- Identifying and developing new footpaths or shared paths, for example across open spaces, in order to link key destinations.
- Removal of barriers, for example, designing out pavement parking and other anti-social parking and targeting enforcement; ensuring use of A boards does not cause an obstruction to people walking and that infrastructure such as gates and bollards are accessible to those in wheelchairs or mobility scooters.

[Meets objective 1,2]

Rural Areas

People living in rural areas generally travel greater distances to access services than their urban counterparts. Public transport provision is generally poor, and for most rural residents in Cambridgeshire, the car is therefore the dominant transport mode, and is increasingly used to travel further to key services such as shops, workplaces, hospitals and schools. However, not everyone has access to a car, particularly young people, and active travel routes can improve social mobility and equality by providing essential access opportunities. There are many journeys for which active travel would be a possible alternative if the necessary infrastructure and promotional campaigns were in place.

Challenges for expanding active travel in rural areas vary across the districts, and area specific approaches are outlined within each District Transport Strategy. It is acknowledged that there is a lack of or poor infrastructure across all districts, but addressing these rural routes in particular is challenging due to the limited opportunities where such lower demand routes become eligible for funding.

Policy AT19: Cycling and walking in rural areas

In rural areas, the priority will be connections to key services in the market towns, employment centres, transport hubs and schools which are within walking or cycling distance. Around Greater Cambridge, priority improvements will be links to village colleges and connections between and to the Greenways.

The focus will be on providing routes segregated from traffic. Where highway space is insufficient private land will be sought along field edges. When new routes are provided equestrian use should be included unless there are specific reasons why this is not possible.

The Public Rights of Way network is particularly important in rural areas and often provide a much used and needed missing link in the transport network. Where surfaces require improvements, there will be early engagement with local communities and user groups, including equestrian users, to develop schemes which meets the needs of all, and consider the emerging CCC Design Guide for Rights of Way NMU routes (see Action Plan 11) and the Rights of Way Improvement Plan.

[Meets objective 1,2]

Policy AT20: New developments and design standards

The Local Plans covering Cambridgeshire set out the spatial strategy for each district and the level of new homes and jobs planned for the area. The County Council will work with developers through pre-app discussions and the Transport Assessment process to ensure the delivery of high-quality provision for active travel, as explained in Policy AT02.

The Council expects active travel to be a priority in all new developments, implement LTN 1/20 and consider both cycling and walking at the outset of its design so it is embedded in to the overall transport approach. For all new developments:

- Any new cycle infrastructure should accord with LTN 1/20
- All new streets should be scored according to the Healthy Streets Design Check
- Be guided by the emerging Active Travel Toolkit for New Developments (see Action Plan 02): A toolkit to enable active and healthier new communities and towns to embed an active travel culture from day 1 of moving in to a new development
- Engage with local stakeholders from the outset of the process to understand local issues and provide agreed acceptable solutions

[Meets objective 1,2,3,5]

Policy AT21: Supporting infrastructure provision within new active travel schemes

Infrastructure that supports active travel routes is essential to providing a comprehensive network. As explained in Policy AT09, sufficient lighting, clear signage, clear crossing points, and secure cycle parking can all help to get more people cycling and walking.

The County Council will support the provision of secure cycle parking at key destinations e.g. railway stations, town centres, and schools. We will also support the installation of facilities for cycle storage, including showers, lockers and secure

covered storage areas at employers, schools and key public destinations considering designs that are accessible and inclusive for all.

The County Council expects supporting infrastructure to be considered and provided alongside any new development or transport scheme that will improve or support active travel provision.

[Meets objective 1,2]

Policy AT22: Reprioritising road space for active travel

In some circumstances it will be either necessary or appropriate to reprioritise road space in favour of active travel provision. This can provide safer and more attractive routes for walkers and cyclists, away from busy traffic, and also reduces the potential conflict of road users.

The County Council supports the reallocation of road space in favour of cycling and/or walking where this has been identified as the most appropriate solution for the area. However, schemes will need to be considered on a scheme by scheme basis, and may require a different approach across the county in line with the policy approach set in each District Transport Strategy.

The types of schemes that will be supported are:

- Low Traffic Neighbourhoods
- Modal filters excluding access to motor vehicles or only allowing certain vehicles, e.g. buses
- 20 mph zones
- School Streets

[Meets objective 1,2]

9 ENCOURAGE

How people choose to travel is affected by many factors beyond physical infrastructure: for example, a lack of skills or confidence, security and safety concerns, individual health conditions, or a lack of information or knowledge of routes. A first step to encouraging active travel will be to make people aware of existing provision - knowing what's out there is essential.

Many people cycle for exercise or leisure but not for other day-to-day trips. Encouraging more people to make short local journeys by active travel will be essential to achieve the objectives of this Strategy.

This Strategy includes all modes of travel that can be used as an alternative to the private car. There are many new technologies that assist more and more people to travel without the need to rely on a car, and new solutions are being created for some of the challenges faced. For example, travelling with children or carrying large objects has been addressed through the introduction of cargo bikes. Electrified cycles push these opportunities even further allowing heavier loads and/or longer distances to be made by e-bikes. This Strategy will look to maximise these opportunities by ensuring the public are aware of the possibilities and the benefits of much wider active travel provision.

A recent survey in Fenland¹³ shows that there was a high percentage of bike ownership but low usage, which shows that access to a bike is not always the biggest issue. The challenge therefore is much more complex and to encourage more people to make more journeys by foot or cycle will need to be varied.

Policy AT23: Promoting active travel

As healthy and low carbon forms of travel, we will promote existing and new walking and cycling routes to commuters, residents and visitors and will continue to promote cycle training in schools and for adults.

We will seek to improve the availability, type, and quality of information on sustainable modes ensuring health, carbon and air quality benefits are emphasised.

We will encourage local and district councils to engage with cycling and walking groups, retailers and other stakeholders to promote active travel as part of national campaigns, such as National Bike Week, Ride to workday, in town without my car day and more localised events aimed at both residents and visitors.

¹³ Fenland Cycling, Walking and Mobility Aid Improvement Strategy - [Fenland Walking, Cycling and Mobility Aid Improvement Strategy - Fenland District Council](#)

We will seek to provide easily accessible information to the public on existing walking and cycling infrastructure and alternative routes. Information will be provided online and where funding allows as physical maps, see Action Plan 07.

We will promote new infrastructure to the surrounding community including local residents and businesses.

Significant work has already taken place to make Public Rights of Way mapping records available online through the Rights Of Way Improvement Plan policy 'SOA4 Knowing what's out there'. The County Council will endeavour to keep this up to date and expand this resource to provide a comprehensive record of the active travel network. Developing easily accessible information for the public on active travel in the County will assist the general public as well as more specific users such as for schools or employers to encourage Active Travel in their setting.

Targetted activities towards groups where clear active travel opportunities exist could increase uptake. By working closely with other community facing teams such as Cambridgeshire's Road Safety Education team and Public Health, a collaborative approach, including with Active Travel Champions, could reach new parts of the Cambridgeshire community. A concentrated effort on these groups could help ensure health inequalities are not widened further.

[Meets objective 1,3,5]

Policy AT24: Travel planning

The County Council supports the development and implementation of travel plan measures so that active, healthy, safe, low carbon travel options are actively encouraged and supported.

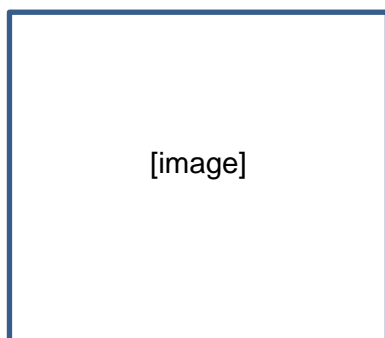
Smart Journeys (formerly Travel for Cambridgeshire) is a not-for-profit commercial enterprise working with employers, residential developers, health sector and schools to change travel behaviours through the delivery of strategies and initiatives to decrease car-dependency and significantly increase levels of walking, cycling, ride sharing and public transport use. The County Council will support Smart Journeys in their work to promote active travel.

New planning applications will be required to submit a travel plan in line with National Planning Policy Guidance and working with the Council's Transport Assessment team.

We will work with schools and other organisations to provide advice on sustainable travel choices and continue to encourage schools to sign up to Modeshift STARS¹⁴.

¹⁴ [Modeshift STARS - Travel Plan in Education, Business & Communities](#)

Cambridgeshire's Road Safety Team are part of the Modeshift STARS scheme, the national schools awards scheme established to recognise schools that have demonstrated excellence in supporting cycling, walking and sustainable travel. The scheme encourages schools across the country to join in a major effort to increase levels of sustainable and active travel, to improve the health and well-being of children and young people.



All Saints Interchurch Academy, March and Barnabas Oley CofE Primary, Great Gransden have received a STARS National Platinum Level award for their efforts to increase levels of walking, cycling and other forms of sustainable transport for the journey to school.

[Meets objective 1,2,3,5]

Policy AT25: Training and Education

To encourage more people to switch to active travel, we need to build skills and confidence of people of all ages to address the reasons which may prevent some people from walking and cycling. Bikeability training in primary schools is a well-established programme and has already helped many children to become confident cyclists and create lifelong active travel habits. Cycle training and working with schools will continue to form an essential part of our strategy and we will work with partners to investigate success stories and how these can be replicated across the county, see Action 10.

We will explore funding opportunities to make a range of training programmes available in accessible community locations throughout the county. This will enable people of all ages and abilities to progress through learning to ride, including e-bikes and non-standard or adapted cycles. Developing skills for on-road cycling, and basic cycle maintenance and route-planning, giving people the confidence to cycle for longer trips, and to continue cycling over their lifetime.

[Meets objective 1,5]

Policy AT26: Active travel modes and new technologies

Our policies support the promotion and roll-out of innovative technologies, such as e-bikes and cargo bikes, which will allow new groups of people to cycle and travel

longer distances by bike. Adapted cycles can also introduce cycling to people who would otherwise not be able travel by that mode.

The County Council will support trials of new technology such as e-scooters line with Department for Transport guidance, working with the Combined Authority to assess the best ways to manage such technologies on the transport network, ensuring the safety of users and people walking and cycling. In collaboration with the CPCA the County Council will also support e-bike sharing opportunities across the County and will work with providers to find sustainable ways of offering bike share to different communities.

We will support the introduction of bike sharing schemes, to facilitate cycling for visitors and those making 'one-way' trips, subject to the agreed Code of Conduct for Dockless Bike Sharing Operators for Cambridge, agreed with local councils to ensure that negative impacts on the urban realm are minimised. We will work with the CPCA to update this document to cover all of Cambridgeshire and to include e-bikes, and e-scooters should legislation change, see Action Plan 14.

[Meets objective 1,2,3,5]

Policy AT27: Sustainable freight

We will support trials and promotion of e-cargo bikes for businesses, community organisations and families to move around goods, materials, and shopping as they can outperform light vans in terms of investment and running costs, journey times and environmental impact.

The Council will support the consolidation of freight at hubs on the outskirts of urban areas. This would enable a reduction of delivery vehicle traffic and reduction of emissions in the urban environment by switching freight to cargobikes (as well as electric vans/trucks) for the first and last mile.

As part of the Council's Draft Climate Change and Environment Strategy, we will deliver low carbon transport for our fleets.

[Meets objective 1,2,3,5]

Delivery

10 Funding and Implementation

This Active Travel Strategy for Cambridgeshire is designed as a tool to secure additional funding for active travel improvements. Many of the policies and actions included within the high-level action plan are written to ensure improvements can be made to both existing and new active travel provision without the sole reliance on costly schemes. The County Council and its key partners can do more to improve internal processes and put active travel at the heart of decision making, but essentially, people can play the biggest part by making different travel choices.

However, active travel improvements and new schemes will play a significant part in delivering change across Cambridgeshire, and making the change more attractive and safe. Therefore, a detailed list of active travel schemes will be developed alongside stakeholder and public engagement, that follows the high level vision for a connected, quality active travel network across Cambridgeshire. Such schemes will be consulted on and included in a detailed action plan of active travel schemes.

A key challenge of the Strategy will be ensuring it is achievable within the funding available. At the same time, it is important that the needs and aspirations for change is reflected, as it provides a strong basis to achieve additional funding and provide the step change needed. The current funding environment is challenging and it is important to maintain a level of realism as to what might be deliverable to manage expectations. However, an ambitious Strategy is presented to push for the optimum provision possible within the funding opportunities available over the short, medium and long term, and recognising the wider significance in achieving long term modal shift to active travel means.

Funding opportunities will need to be sought to deliver the action plan of schemes. Such opportunities include:

- Funding bids to central government
- Funding bids to CPCA
- Funded and delivered by Cambridgeshire County Council – e.g. through LTP Integrated Transport Block (ITB) funding
- Funded and delivered by partner organisations e.g. GCP, district councils
- Funded and delivered by developers
- Financial contributions from developers through CIL or Section 106
- Funded and delivered as a package from multiple sources

New and innovative forms of funding schemes are always being considered, and the County Council will work with partners to investigate new ways to bring schemes forward for development.

11 Monitoring and review

[This section will be completed following further stakeholder engagement]

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High Level Action Plan

Action ref	Action	Responsibility	Timescale	Cost
ATAP 01	Develop a detailed action plan of schemes following stakeholder engagement and public call for scheme	CCC Transport Strategy team	By end of 2022	LOW
ATAP 02	Finalise an Active Travel Toolkit for New Developments to be adopted across all authorities	CCC, District Councils	By end of 2022	LOW
ATAP 03	Investigate rebalancing of the CCC maintenance programme and budget with a higher prioritisation given to active travel infrastructure.	CCC Councillors, CCC Maintenance team	1-2 years (in line with budget setting timescales)	LOW - MEDIUM
ATAP04	Explore different funding models of schemes e.g. an adopted position on use of commuted sums.	CCC Project Delivery team	<1 year	MEDIUM
ATAP 05	Review/update the Rights of Way Improvement Plan	CCC Asset Management and CCC Transport Strategy teams	1-2 years	LOW
ATAP 06	Review and update the Transport Investment Plan (TIP) and associated processes for scheme inclusion and inputting of information to ensure it remains an effective tool,	CCC Funding team and TIP Group	1-2 years	LOW
ATAP 07	Provide easily accessible online information to the public on existing walking and cycling routes, either via MyCambridgeshire ¹⁵ or alternative digital platform	Various CCC teams	1-2 years	LOW - MEDIUM
ATAP 08	Update CCC Highway Development Management General Principles for Development guidance to reflect the priority placed on embracing active travel in all decisions, developments, schemes and projects.	CCC Highway Development Management team	<1 year	LOW

¹⁵ [My Cambridgeshire](#)

ATAP 09	Investigate innovative ways to maintain the network such as using volunteers and community groups, considering the creation of charitable trusts.	Various CCC teams	1-2 years	LOW
ATAP 10	Work with partners and external organisations to identify successful schemes which have enabled more people to either walk or cycle and look to expand the success to other parts of the county.	Various CCC teams	1+ years (as schemes are identified)	LOW
ATAP 11	Adopt a CCC Design Guide for Rights of Way NMU routes.	CCC Project Delivery team	<1 year	LOW
ATAP 12	Develop robust internal processes that ensures active travel is considered at all key stages of the planning and design process of new development, schemes and projects, through early and ongoing consultation with active travel officers and relevant teams.	CCC Programme Management team	<1 year	LOW
ATAP 13	Review internal processes that improves the outcomes of schemes derived from developer negotiations, ensuring schemes are the optimum solution and deliverable, e.g. through early assessment of the risks associated with schemes.	CCC Transport Assessment team	<1 year	LOW
ATAP 14	Work with the CPCA to update the Code of Conduct for Dockless Bike Sharing Operators for Cambridge to cover all of Cambridgeshire	CCC Strategy Team; CPCA	1-2 years	LOW

Appendices

DRAFT

12 Appendix 1:

The Active Travel Strategy for Cambridgeshire must align with and support the aims and objectives of a number of transport specific and wider policies, produced by the County Council and our partner organisations. The following Plans and Strategies have been considered within the development of this strategy.

Gear Change: A bold vision for cycling and walking (DfT)

Setting out the vision and targets for increasing levels of walking and cycling, Gear Change is a guide for authorities and individuals on the overarching vision for achieving a step change in modal shift towards active travel.

Decarbonising Transport: A Better, Greener Britain (DfT)

Building on the Decarbonising Transport: Setting the Challenge” report, published in March 2020, this plan sets out government will deliver those emissions reductions and the associated benefits that will be realised from it across the UK.

Cycle Infrastructure Design: Local Transport Note 1/20

This guidance supports the delivery of high-quality cycle infrastructure to deliver The governments ambition and objectives for increased levels of active travel; and reflects current good practice, standards and legal requirements.

Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan (LTCP) (emerging)

The LTCP is being revamped to recognise the changes which have happened locally and nationally affecting transport. That includes the impact of Covid-19, the developing response locally to climate change including the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate, as well as Government’s plans to decarbonise transport.

‘Connectivity’ has been added to the title of the plan to recognise how important the internet is now on transport. With greater trends towards working and learning from home, as well as social and leisure activities, shopping and accessing services, quality and accessibility of digital infrastructure has an impact on the amount of travel taking place.

Cambridgeshire and Peterborough Strategic Spatial Framework (non-statutory): Towards a Sustainable Growth Strategy to 2050

Phase One of the Framework defines the CPCA’s immediate priorities for sustainable growth and includes wider actions being taken and will take to support the sustainable delivery of over 100,000 quality new homes and more than 90,000 additional jobs in Combined Authority plans and Local Plans. It signposts how our area might grow in the longer term, including how we can take a more inclusive approach by using strategic planning to rebalance and share growth, create housing that people or all income levels and needs can afford, and promote future development in historically disadvantaged areas.

Cambridgeshire County Council (CCC) area-based transport strategies (emerging)

CCC have been working towards replaces existing Market Town Transport Strategies with are-based Disrict Transport Strategies. Currently, Transport Strategy for Cambridge and South Cambridgeshire (2014), and Transport Strategy for East

Cambridgeshire (2016) have been adopted. District-based transport strategies set out detailed policies and an action plan for transport investment in each district.

The Transport Investment Plan

The Transport Investment Plan (TIP) collates transport schemes and proposals that have been identified by the Council in its strategy documents and also includes transport schemes being brought forward by other bodies including the CPCA, Network Rail, National Highways and developers. It details the status of the schemes, including what level of design work has been undertaken, and whether committed funding is available from sources other than the County Council.

The Rights of Way Improvement Plan (2016)⁷

The Updated Rights of Way Improvement Plan (ROWIP) provides an update to the first ROWIP that was published in 2006, in line with the requirements of the Countryside and Rights of Way Act 2000. This update summarises the progress made since the first ROWIP was adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statements of Action.

Local Cycling and Walking Infrastructure Plan (LCWIP) (emerging)

The LCWIP identifies the cycle routes in each of the districts which, if improved, are most likely to increase the numbers of journeys made by cycle particularly in terms of the journey to work and to school. For walking it identifies the routes to key destinations within Cambridge and the Market Towns. The methodology set out by government for LCWIPs¹⁶ means that they are unlikely to address issues in more rural areas, where lower levels of usage would be seen.

Greater Cambridge Partnership Future Investment Strategy: Active Travel Opportunities

The Greater Cambridge Partnership's (GCP) Future Investment Strategy (FIS) – initially adopted in March 2019 – looked across the funding period for the Greater Cambridge City Deal (2015-2030). The programme has already agreed significant investment in active travel infrastructure schemes, which will improve links within the city of Cambridge and on several arterial routes, creating a network of “Greenways” out to neighbouring towns and villages. The GCP is now investigating how it should target any further active travel investment, particularly within the context of Covid-19.

Vision Zero Partnership: Towards 2030 – Making our road safer for all (2020)⁸

The Vision Zero Partnership is committed to a Safe System approach. Its structure and activities are based on the principles of Safe Systems and this Strategy sets out how the partners will work together to achieve Vision Zero.

No human being should be killed or seriously injured as the result of a road collision

The Partnership is working towards a long-term strategic goal of Vision Zero, where there are no deaths and serious injuries on the Partnership's roads. This is an ambitious goal and will need time and effort to be achievable. With this Strategy starting in 2020, the goal is to move towards zero deaths or severe¹ serious injuries in the Partnership area by 2040.

¹⁶ [Cycling and Walking Investment Strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611111/cycling-and-walking-investment-strategy.pdf)

Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy (emerging)

Supporting the health and wellbeing of our communities is fundamental to Local Government, as well as to the NHS. The Health and Wellbeing Board recognise that many of the most important factors which affect our residents' health are social, economic and environmental. The four key priorities across member organisations are⁹:

Priority 1: Places that support health and wellbeing
Priority 2: Helping children achieve the best start in life
Priority 3: Staying healthy throughout life
Priority 4: Quality health and social care

Cambridgeshire County Council's Climate Change and Environment Strategy 2021: Net Zero Cambridgeshire 2045¹⁰

Climate Change is a very real challenge for our communities, businesses and nature. We believe that, as a Council, it is our responsibility to act now. We must: reduce the contribution the county is making towards Climate Change, improve our resilience to the climate change that has already happened, and reduce our impact on the natural environment.

Our ambition is for the county of Cambridgeshire to be net zero by 2045. This Strategy describes how the Council will contribute to tackling the climate and biodiversity crises, by guiding our action in the coming years, help individuals, partners and businesses in Cambridgeshire understand what we are focussing on and why.

Cambridgeshire Green Infrastructure Strategy (2011)¹¹

Green Infrastructure is part of our natural life-support system. It is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and to link the communities, villages, towns and cities of Cambridgeshire with each other and to the surrounding landscape. Green Infrastructure is vital to quality of life for both existing and future residents of Cambridgeshire and is nationally acknowledged as an important element of well designed and inclusive places.

This Strategy is designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future. This Strategy will demonstrate how Green Infrastructure can be used to help to achieve four objectives:

- 1) To reverse the decline in biodiversity
- 2) To mitigate and adapt to climate change
- 3) To promote sustainable growth and economic development
- 4) To support healthy living and well-being.

Single Equality Strategy 2018-2022

To deliver our services and truly celebrate equality and diversity in our communities, we need a culturally competent workforce that reflects the wider community.

We recognise that Cambridgeshire County Council has significant responsibility to embody the principles of equality and diversity as an employer, a service provider and community leader for the region. Embracing equality and diversity makes our

organisation, our services and the communities we serve much richer as a result. This strategy sets out our wider vision for equality and diversity, our objectives moving forwards and how we will monitor our progress against them.

District Local Plans

Each District Council have produced a Local Plan that identifies the proposed growth in the area over the life of the plan, where and when this will occur and how it will be delivered. This can be done by setting out broad locations and specific allocations of land for different purposes; through designations showing areas where particular opportunities or considerations apply (such as protected habitats); and through criteria-based policies to be taken into account when considering development.

Fenland Cycling, Walking and Mobility Improvement Strategy

Fenland District Council, with support from the Hereward Community Rail Partnership, has approved the development of a Fenland Cycling, Walking and Mobility Improvement Strategy. This strategy will set out proposals to develop a core network of routes that can be improved in the short and medium term and built upon in the future.

To achieve this, key walking and cycling routes linking densely populated residential areas with safe, direct walking/cycling routes to places of education and employment will be identified, along with routes to rail or bus stations for longer distance multimodal journeys.

East Cambridgeshire Cycling and Walking Routes Strategy

A public consultation was held in 2020 asking people to identify new cycling and walking routes which could be prioritised to complete gaps in the network, especially those that will encourage more local walking and cycling journeys to access places of education, employment, health care, public transport and essential services.

A list of priority routes has been developed so that a set of schemes are ready to submit when funding becomes available.

Transport Strategies for Fenland and Huntingdonshire

To: Highways and Transport Committee

Meeting Date: 08 March 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): Roman Bank & Peckover, Wisbech East, Wisbech West, March North & Waldersley, Whittlesey North, Whittlesey South, March South & Rural, Chatteris, Yaxley & Farcet, Sawtry & Stilton, Ramsey & Bury, Warboys & The Stukeleys, Somersham & Earith, Huntingdon North & Hartford, Huntingdon West, Alconbury & Kimbolton, Brampton & Buckden, Godmanchester & Huntingdon South, St Ives North & Wyton, St Ives South & Needingworth, The Hemingfords & Fenstanton, St Neots Priory Park & Little Paxton, St Neots The Eatons, St Neots Eynesbury, St Neots East & Gransden

Key decision: No

Forward Plan ref:

Outcome: To update the Committee on the development of district-based transport strategies for Fenland and Huntingdonshire.

Recommendation: Members are requested to:

- a) Note progress to date and the next steps for the development of both strategies
- b) Approve the draft objectives (Figure1) and policies (Appendix 2) for the Fenland Transport Strategy
- c) Approve proposed stakeholder and public engagement approach as outlined in the report

Officer contact:

Name: Jeremy Smith

Post: Group Manager Transport Strategy and Funding

Email: jeremy.smith@cambridgeshire.gov.uk

Tel: 01223 715483

Member contacts:

Names: Cllr Peter McDonald / Cllr Gerri Bird

Post: Chair / Vice-Chair

Email: Peter.McDonald@cambridgeshire.gov.uk, gerri.bird@cambridgeshire.gov.uk

Tel: 01223 706398

1 Background

- 1.1 The Future Transport Priorities paper to this committee on 7th December 2021 summarised seven year 1 actions of the Joint Administration relating to the work of the Council's Transport Strategy team. Action T.4 refers to the continued development of transport strategies for Huntingdonshire and Fenland to include support for modal shift. Progress towards this action and a future programme of work for completion of the two strategies is set out in this paper.

2 Transport Strategy Development

- 2.1 Prior to 2017, the County Council produced an LTP (Local Transport Plan) in its role as Local Transport Authority. Since 2017, the responsibility for production of the LTP has passed to the Cambridgeshire and Peterborough Combined Authority (CPCA). The CPCA is now developing a Local Transport and Connectivity Plan (LTCP) which covers the requirements of the LTP, *“‘Connectivity’ has been added to the title of the plan to recognise how important the internet is now on transport. With greater trends towards working and learning from home, as well as social and leisure activities, shopping and accessing services, quality and accessibility of digital infrastructure has an impact on the amount of travel taking place”*¹. The County Council is supporting this work.
- 2.2 The Council, as the Local Highway Authority, continues to produce transport strategy documents which are aligned with the emerging vision and objectives of the CPCA's Local Transport and Connectivity Plan refresh (as shown in Appendix 1), and reflect the Council's investment priorities and future aspirations. Strategy work is also carried out to support and complement Local Plans and to review and propose transport improvement schemes for investment.

3 District-based Transport Strategies

- 3.1 District-based transport strategies set out detailed policies and an action plan for transport investment in each district. Schemes contained in the action plans are then eligible for LTP Integrated Transport Block funding. Funding bids can also be submitted to the CPCA, Government and other bodies for delivery of schemes, and contributions from developers can be secured against schemes where they relate to development.
- 3.2 Work to refresh district-based transport strategies for Fenland and Huntingdonshire commenced in late 2019. However, work was largely paused during 2021 due to the pandemic, the subsequent redeployment of staff and reduced capacity in the transport strategy team. The delay to the projects was understood and accepted by the chair of the Highways and Transport Committee at the time.
- 3.3 Member Steering Groups (MSG) for both strategies were established early on in the development process to guide the work and provide local input and expertise. The Huntingdonshire MSG met five times prior to the pause, with the last meeting in February 2021. The Fenland MSG has met twice prior to the pause, and since the relaunch in 2022 has met twice. During this time work on the Accessibility Report was carried out and Member and key stakeholders were engaged via email in this process.

¹ <https://cambridgeshirepeterborough-ca.gov.uk/news/still-time-for-public-to-have-say-on-regions-transport-future/>

3.4 The Fenland Strategy MSG has two Members from both CCC and Fenland District Council. The Huntingdonshire Strategy MSG has four Members from both CCC and Huntingdonshire District Council. Both Groups are supported by officers from CCC, the relevant district council and the CPCA.

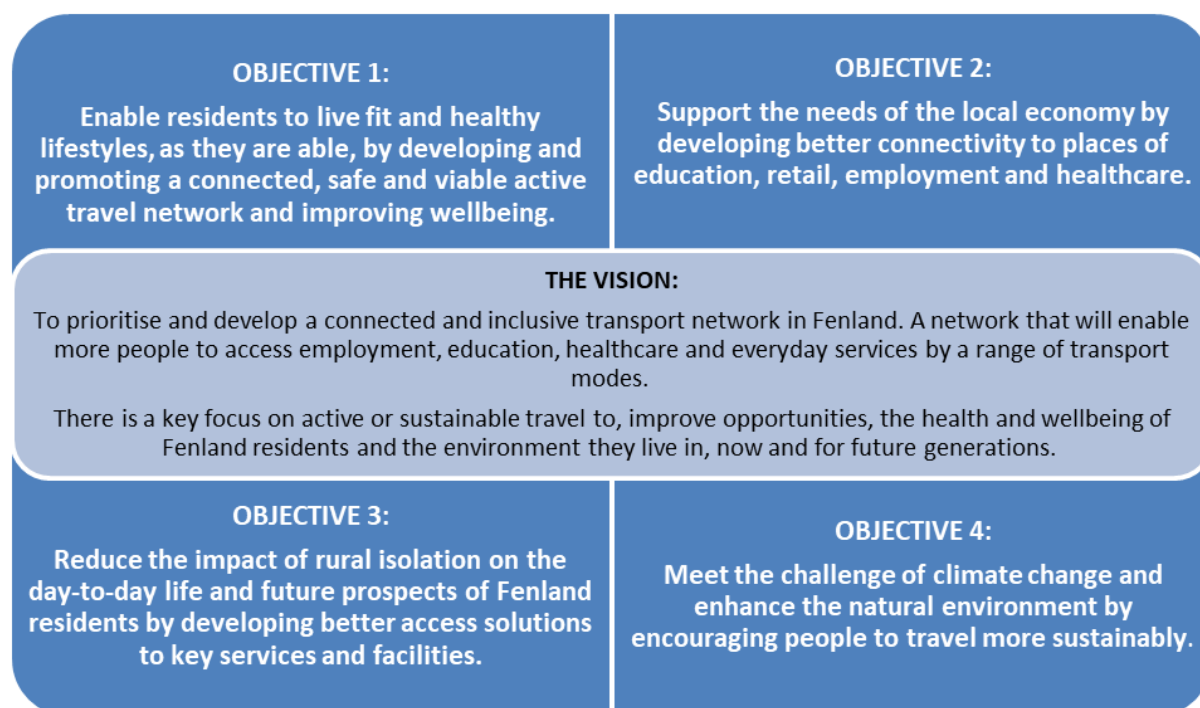
3.5 Each area has its own unique challenges and opportunities that need to be considered as the strategies are developed. Work on both strategies is being co-ordinated. The work on the two district strategies is also being co-ordinated with the Active Travel Strategy for Cambridgeshire discussed under agenda item 8 as well as the CPCA's update to the LTCP.

Transport Strategy for Fenland – progress to date

3.6 Work to date has concentrated on developing an evidence base for the development of the strategy. In the early Member Steering Groups access to key services was identified as the major transport challenge in Fenland. Therefore, there has been a particular focus on the production of an Accessibility Report to help inform the identification of future schemes and interventions.

3.7 Alongside this, County Council officers have worked closely with district council officers and the Member Steering Group to develop a set of draft objectives for the strategy as shown in Figure 1. A draft transport strategy for Fenland has also been developed and is attached in Appendix 2. The Accessibility Report is appended to the draft strategy.

Figure 1 Draft objectives and Vision for the Transport Strategy for Fenland



3.8 The MSG met on 18 January 2022 to provide up to date feedback on the objectives that had been drafted and to shape the development of strategy work going forward. The MSG

also met on 1 February to agree the updated vision and draft policies for the Fenland Transport Strategy.

- 3.9 The committee is asked to agree the overarching vision, objectives and policies for the Fenland Transport Strategy and note that work is ongoing to further prepare the strategy and action plan for public engagement.

Transport Strategy for Huntingdonshire – progress to date

- 3.10 A draft vision and set of objectives were developed during 2020 with the MSG. County Council officers are working with district council officers and the local MSG to update and confirm the vision and objectives for the Huntingdonshire strategy given the time that has now passed, and to ensure close alignment with the existing Local Plan. The CPCA has also undertaken considerable study work in the district since that time, particularly for Huntingdon and St Ives. It is essential that the outcomes of these studies are fully reflected and incorporated into the transport strategy for Huntingdonshire.
- 3.11 The Huntingdonshire Transport Strategy will replace existing Market Town Transport Strategies and present a clear direction for transport across the district, informed by the evidence base from these wider route based and strategic/growth studies
- 3.12 The Huntingdonshire Strategic Transport Study (2017) is the evidence base that supports the Huntingdonshire Local Plan (to 2036) and it also provides key information and data for the development of the Huntingdonshire Transport Strategy. Comprehensive transport modelling was undertaken to identify pressures on the transport network and a series of interventions identified to address these issues.
- 3.13 The MSG has now been re-established and met on 1st February 2022 to discuss the development and purpose of the strategy. Members from Cambridgeshire County Council and Huntingdonshire District Council welcomed the recommencement of work on the strategy and agreed their role in its development. The vision, purpose and objectives are being updated based on feedback from the MSG.
- 3.14 The committee is asked to note the progress to date and that work is ongoing to prepare a draft strategy and action plan. A draft vision and set of objectives for the Huntingdonshire Transport Strategy will be brought back to committee for approval in July 2022.

Future work

- 3.15 Member Steering Groups will be held regularly and throughout the process to ensure the continued involvement and input of local Members. Furthermore, we will ensure that all opportunities are taken to align this work with the development of the Active Travel Strategy for Cambridgeshire and the CPCA's LTCP. This may include joint public engagement events and sharing of data and information.

Stakeholder Engagement and preparation of action plans

- 3.16 Stakeholder engagement will take place to inform the further development of the strategies and a draft action plan.
- 3.17 Given the ongoing situation with Covid-19, it is anticipated that stakeholder engagement will take place largely online with the option of telephone contact where online access is not possible or available. Each Member Steering Group, district council colleagues and partners will input into the arrangements for stakeholder engagement over the coming months.
- 3.18 As far as possible, stakeholder engagement activities will be co-ordinated with those for the Active Travel Strategy to reduce consultation fatigue. Further discussions with the CPCA are required to align engagement activities with those being planned for the LTCP.
- 3.19 Public consultation is planned to take place later in the year to seek views on and input into the draft strategies and action plans for each district.

Next Steps

- 3.20 The next steps for the strategy development work are set out below:

FENLAND	
Accessibility Report / evidence base	Complete
Agree Objectives	January 2022
Draft Strategy	January 2022
Stakeholder engagement	Summer 2022
Progress update	H and T Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

HUNTINGDONSHIRE	
Huntingdonshire Strategic Transport Study – evidence base	Complete
Stakeholder engagement	Summer/Autumn 2022
Agree Objectives	July 2022
Draft Strategy and progress update	H and T Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

- 3.21 A further update and work programme for both strategies will be brought to this committee on 12th July 2022.

4 Alignment with corporate priorities

4.1 Communities at the heart of everything we do

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

- Transport strategy development is informed by public engagement and is guided by the objectives and priorities of the council.
- The LTP Integrated Transport Block generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

4.2 A good quality of life for everyone

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

4.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

4.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

5 Significant Implications

5.1 Resource Implications

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

- Funding for the district strategy work will come from the Integrated Transport Block Strategy Development budget.

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

There are no significant implications for this priority.

5.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

5.4 Equality and Diversity Implications

The following bullet point sets out details of significant implications identified by officers:

- Equality Impact Assessments are being undertaken for both strategies.

5.5 Engagement and Communications Implications

The following bullet point sets out details of significant implications identified by officers:

- The transport strategy work will involve public and stakeholder engagement work at the appropriate points in their programmes.

5.6 Localism and Local Member Involvement

The following bullet point sets out details of significant implications identified by officers:

- Transport Strategy development work is supported by Member Steering Groups made up of County Members, and where appropriate, District, Town or Parish Councillors. Local County Councillors are generally offered the opportunity to feed into work as stakeholders and through consultations on the emerging or draft strategies.

5.7 Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport Plan, as detailed in Appendix 2.
- *“Health: improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer and more resilient communities”* is one of the six objectives of the refresh of the CPCA’s Local Transport Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies.

5.8 Environment and Climate Change Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

5.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: *“Climate: Successfully and fairly reducing emissions to Net Zero by 2050”*, is one of the six objectives of the refresh of the CPCA’s Local Transport Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies. The draft

strategy objectives include tackling the challenges of climate change and meeting Cambridgeshire County Council's carbon targets.

5.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: Neutral

Explanation: Any direct implications arising from strategy or scheme development work will be addressed in future reports to this Committee. However, it is also noted that "*Environment: Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network*" is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies and are reflected in the draft objectives for the two transport strategies.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

5.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

5.8.6 Implication 6: Air Pollution.

Status: Neutral / potentially positive

Explanation: Small scale transport interventions such as those implemented using Integrated Transport Block funding through district-based strategies do not generally lead to quantifiable improvements to air quality on their own. Policy / strategy approaches that focus on reducing traffic and a cleaner vehicular fleet have potential to improve air quality in areas where transport is the dominant generator of pollutants, but need commitment to interventions that will enable or drive significant changes in travel behaviour if they are to be most effective.

5.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Status: Positive

Explanation: "*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*", is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies. It is expected that the Council's strategy work will reflect this objective in the interventions that they propose, including consideration of the resilience of those interventions in the context of climate change.

6 Source documents

- Cambridgeshire and Peterborough Combined Authority's Local Transport Plan: <https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>
- Future Transport Priorities paper to Highways and transport Committee 7th December 2021 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://cmis.uk.com/Council-and-committee-meetings-Cambridgeshire-County-Council-Meetings)
- Huntingdonshire Strategic Transport Study [Huntingdonshire Strategic Transport Study: Baseline Report \(May 2017\)](#)

- Fenland Accessibility Report – this is an appendix of the Fenland Transport Strategy- see appendix 2 of this report

Implications sign off

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: Clare Ellis

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: Jeremy Smith

Have any Public Health implications been cleared by Public Health? YES

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? YES

Name of Officer: Emily Bolton

Appendix 1 Refreshed Vision and Objectives from the Cambridgeshire and Peterborough LTCP

Refreshed Vision



A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



Refreshed Objectives



Productivity

Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity



Connectivity

People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure



Climate

Successfully and fairly reducing emissions to Net Zero by 2050



Environment

Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.



Health

Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.



Safety

To prevent all harm by reducing risk and enabling people to use the transport system with confidence.



Draft Fenland Transport Strategy for Highways and Transport Committee March 2022

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1 Executive Summary

[To be provided when strategy is complete]

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2 Introduction

2.1 [Fenland District](#)

Fenland is located to the North of Cambridgeshire covering an area of approximately 200 square miles, much is rural and sparsely populated with diverse communities, each with different needs. The sub-regional centres of Cambridge (to the south), Peterborough (to the west) and Kings Lynn (to the east) have considerable influence on the various parts of the district in terms of employment, education, retail and health provision. The major employment sectors in Fenland are within agriculture, food and drink industries and distribution.

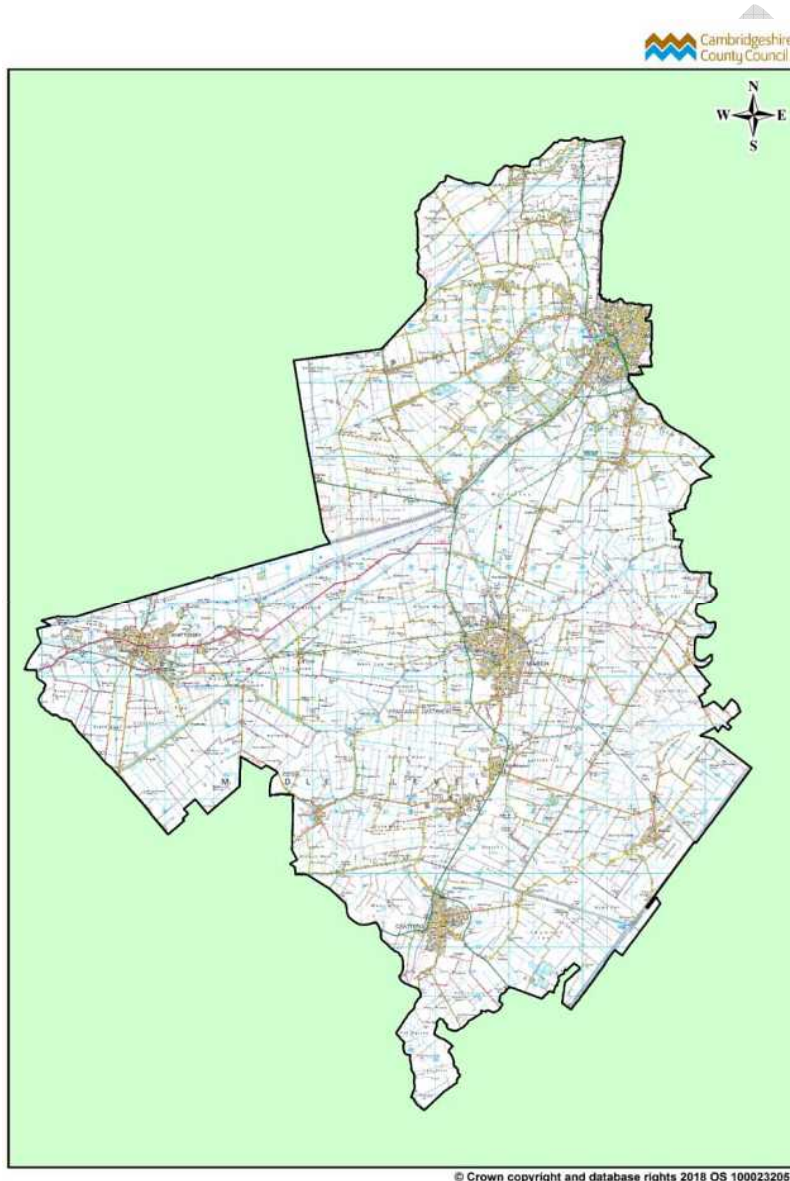


Figure 1: Map of Fenland District

The majority of the population is located in four key towns, March, Wisbech, Chatteris and Whittlesey. The total population estimate for Fenland in 2020 was

102,080¹. Since 1991 the population has grown by 35% with an average annual growth rate of 1.1%². The projected population growth for the district is shown in Figure 1, and there will be many transport challenges to ensure this growth is sustainable. Further information on the level of proposed growth in the district can be found in Chapter 6 Fenland Local Plan.

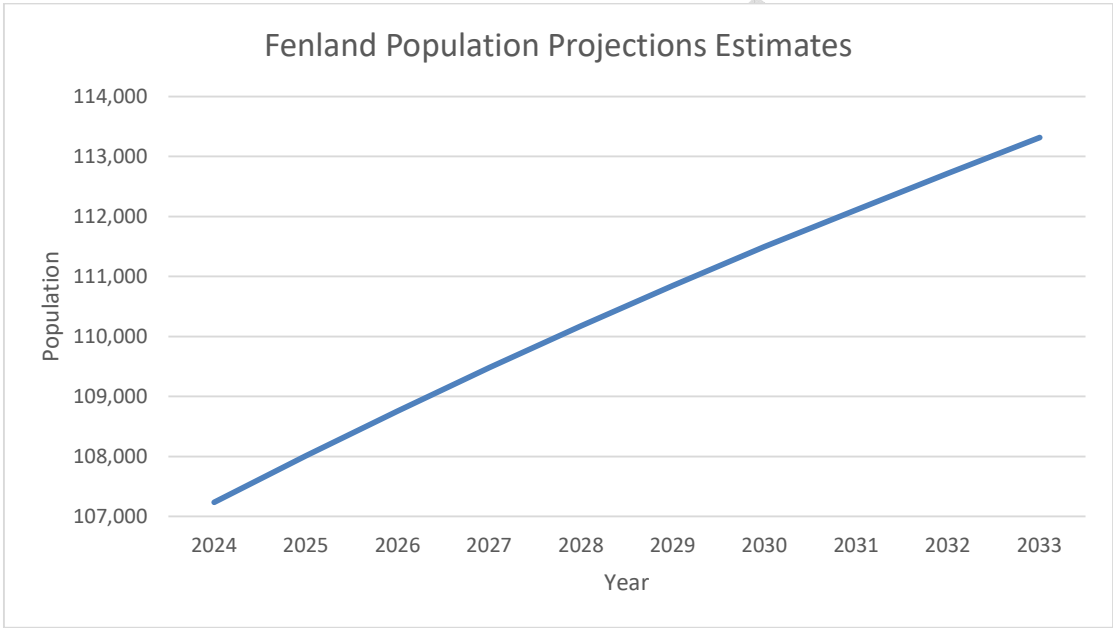


Figure 2: Fenland Population Projections, Source: Population Projection, <https://cambridgeshireinsight.org.uk/population/report/view/f7de925f5608420c825c4c0691de5af2/E07000010/>

2.2 Fenland's challenges – at a glance

There are many challenges that affect Fenland, shown below, some of which are quite unique to the area, but together they pose a significant barrier to ease of access to key services for residents and workers in the area. All these challenges are either impacted by transport or have an impact on transport provision. These challenges are particularly acute in Fenland where there is a transport infrastructure deficit.

If more evidence is required to support this section possible sources are:

<https://cambridgeshireinsight.org.uk/parish-profile/?geographyId=7f94ea12b8914d3cb0c0c29bc9ad1767&featureId=E04001628>

¹

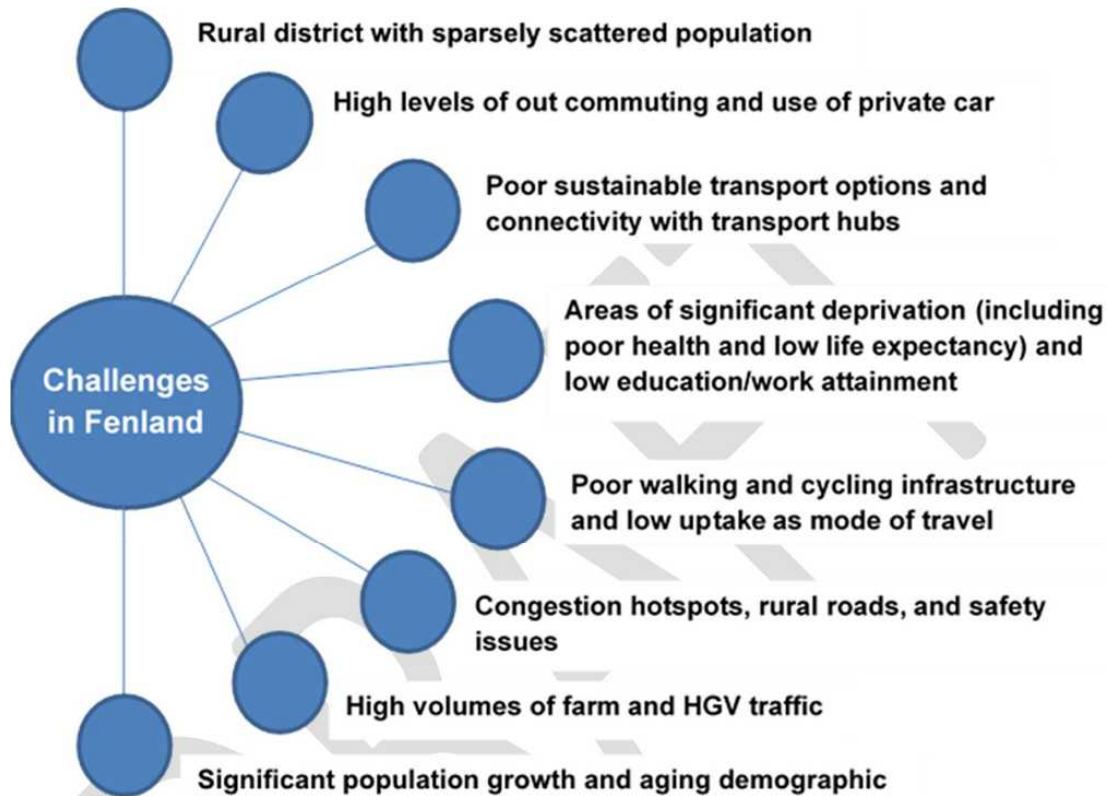
<https://cambridgeshireinsight.org.uk/population/report/view/f7de925f5608420c825c4c0691de5af2/E07000010/>

² Housing Needs of Specific Groups, Cambridgeshire and West Suffolk October 2021 p289
<https://cambridgeshireinsight.org.uk/wp-content/uploads/2021/10/CWS-Housing-Needs-of-Specific-Groups-Oct21.pdf>

This might be useful <https://www.nomisweb.co.uk/reports/lmp/la/1946157207/report.aspx>

This is about health might be some useful things here: <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/e07000010.html?area-name=fenland>

[Cambridgeshire Insight – Community Toolkit – Custom Area Reporter Custom Area Reporter App](#) it is possible to select all Fenland wards to build a report.



Access to key services is seen as the primary issue facing the district, and to fully understand the current situation, evidence from several different sources has been assessed. The main evidence base for this strategy is provided by the Accessibility Report (Appendix 1) see Section 3 'Accessibility in Fenland' for more detail.

2.3 Strategy scope

The purpose of this transport strategy is:

- Addressing known and current transport issues in the district
- Provide a detailed policy framework and action plan of transport schemes for the area, addressing current challenges and consistent with the policies of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP).

- Support the Fenland Local Plan and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

This strategy covers the district of Fenland but also considers the transport corridors beyond the district boundaries. In addition to the detailed consideration of the Emerging Local Plan period to 2040, the strategy looks beyond this, and considers how the transport network and trip making patterns may develop in the longer term.

Many of the measures in this strategy are intended to help facilitate and support new development. As such, developers will be expected to contribute to the delivery of the strategy measures by way of contributions through the appropriate channels, namely through the Development Contributions SPD (Supplementary Planning Document) and Section 106 (S106).

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3 Accessibility in Fenland

An increase in population growth, combined with a general trend in declining public transport services, lack of walking and cycling infrastructure, private car ownership and low wage economy levels has meant that access to services is the foremost issue in the district for residents. Public health and availability of opportunities (employment and education) in Fenland both influence and are affected by the accessibility of services.

To gain a current understanding of the extent of the situation, an Accessibility Report (Appendix 1) was undertaken to provide the evidence base to the strategy. The Report collates previous research conducted in 2006 as a baseline, research between 2006 and 2020, and an audit of the current situation, focussing on the following categories:

- Accessibility to Hospitals
- Accessibility to Market Towns
- Accessibility to Education
- Accessibility to Bus Service
- Accessibility to Train Stations

A summary of the key findings of the Accessibility Report is as follows:

- Accessibility in Fenland is more challenging now than 2004/2006. This is largely due to:
 - more limited bus services e.g. Reductions to services in Chatteris
 - health policies around centralising medical services
 - the availability of education courses
- 20% of households still do not own a car, approx. 20,000 people
- Access to hospitals and educational courses (specifically the right course) are significant challenges
- Fenland is the worst affected area in the country for transport poverty (Locked Out, Sustrans; 2012)
- Railways offer shorter journey times
- Improvements to accessibility can be successfully achieved e.g. Manea
- The extent to which community transport is supporting improved accessibility.
- The importance of the community hospitals in Fenland especially given the longer distances to specialist hospitals
- The least accessible places in Fenland in 2006-2020 were more isolated places. Now they are Colletts Bridge, Fitton End, Stonea and Turves. Bellamy's Bridge, Church End, Murrow and Parson Drove are also very inaccessible.
- Levels of walking and cycling in Fenland are low.
- Digital connectivity is improving but is varied across the district but encouraging greater levels of use is a challenge along with affordability of services

The Accessibility Report raising the following issues:

- Addressing accessibility is critical to addressing wider social and economic issues that exist within Fenland e.g. poor educational attainment and access to employment
- Policies and policy implementation in other sectors (e.g. health, education) is disadvantaging people living in rural areas such as Fenland where accessibility is an issue. Policies such as NHS choice and the courses that specific colleges offer create accessibility challenges
- Improving access to Doddington Hospital given its more isolated location
- The importance of planning policy and the settlement hierarchy – policies to encourage basic services (e.g. shops in smaller communities) and significant development in more accessible communities
- Significant work has been undertaken to ensure that as many households as possible are within 400metres of a bus stop. Changes to bus services and frequency of bus services impacts on the effectiveness of this approach
- The challenge of providing evening and weekend travel for people who do not have a car
- How to develop interchanges – interchanges are needed to get those people living in smaller communities to the towns, to main transport corridors and to transport interchanges.
- The need for a more flexible regulatory framework for bus services – rural areas will always have limited or no competition of services. Greater flexibility and the opportunity to link bus and community transport services is needed. This links to work that the CPCA are doing relating to bus service improvements³.
- Murrow remains one of the least accessible places in Fenland. What, if anything, can we learn from approaches that have been tried to address this situation? It isn't as simple as just increasing the frequency of the bus service as this has been tried twice by two different operators and each time the service was not used.
- The challenge of improving accessible places in 2006 and 2020 are typically smaller settlements that are located in more geographically isolated places.
- How to improve levels of walking and cycling. Securing funding for walking and cycling improvements. Linked to the Cambridgeshire Active Travel Strategy and The Fenland Cycling, Walking and Mobility Improvement Strategy⁴

The report concluded that the following issues need to be addressed within the transport strategy:

- Access to hospitals for specialist services
- Access to colleges and further/higher education courses
- Transport services at key times
- Transport services in the evenings and weekends
- Improving walking and cycling
- Ensuring that most people are using computer services and are able to use computers

³ <https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/transport/buses/>

⁴ <https://www.fenland.gov.uk/article/15883/Fenland-Cycling-Walking-and-Mobility-Improvement-Strategy>

Stakeholder feedback:

To adequately take the report forward, it was felt that the views and knowledge of key stakeholders would be important. They were therefore asked to review and provide comments on a draft version. In total there were 16 responses and the report was updated to reflect the comments that had been received.

In summary, comments received were generally supportive of the report and highlighted specific accessibility difficulties. These included that accessibility to bus and train service was very much affected by personal circumstances as well as physical infrastructure and transport operator staff training.

Other comments are listed below which were addressed in the final version:

- Some information related to bus services needed to be updated
- Some information related to community transport needed to be updated
- The term accessibility and the different meanings people placed on the term were highlighted

4 Vision and Objectives

Vision:

To prioritise and develop a connected and inclusive transport network in Fenland. A network that will enable more people to access employment, education, healthcare and everyday services by a range of transport modes. There is a key focus on active or sustainable travel to improve opportunities, the health and wellbeing of Fenland residents and the environment they live in, now and for future generations.

Good transport options are essential for people to get to where they need to go to access everyday services such as local shops, medical centres, places of education and work. As well as access to hospitals, leisure and recreational facilities which are important for physical and mental health and wellbeing.

This strategy will seek to rebalance the transport choices in Fenland by prioritising sustainable transport options such as bus services, access to train stations and develop an attractive active travel network that can become a viable option for local journeys to enable access to key services, jobs, education and leisure.

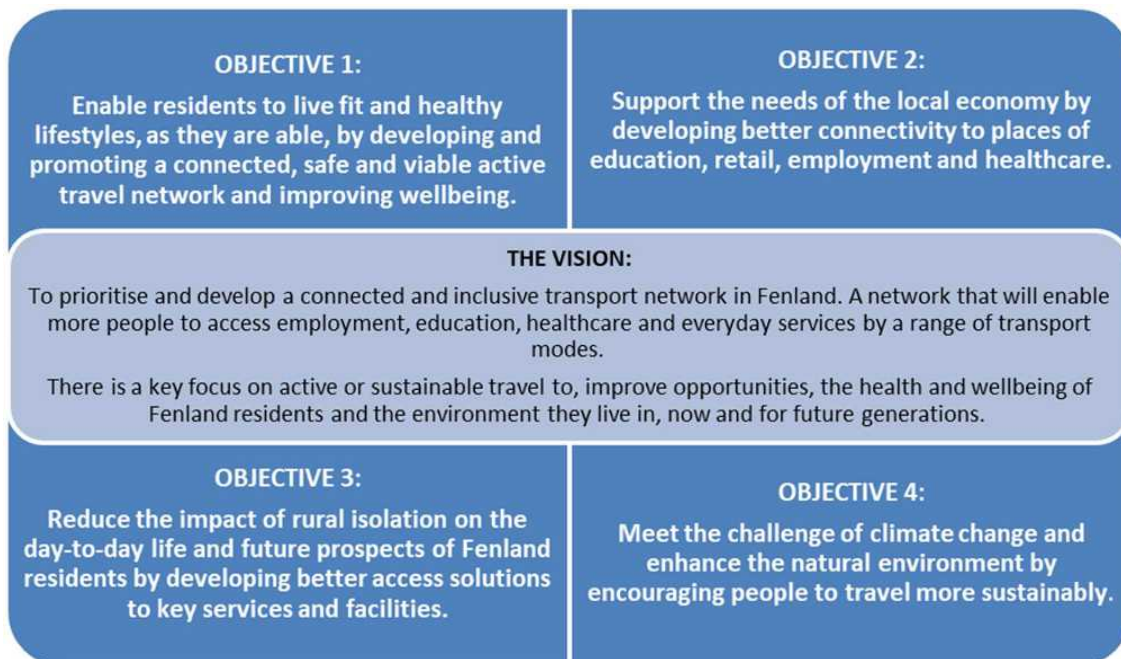
Currently, the county's transport network can limit people's access to key services and amenities, particularly in areas with limited public transport options. This strategy will aim to address access barriers, help expand people's travel choices, enhance, and improve network facilities, and make everyday journeys as easy as possible. This will be achieved by ensuring our network supports and contributes to accessible, inclusive and integrated journeys which are safe, secure, comfortable and attractive.

There is further significant planned growth across the district, as detailed in the Fenland Local Plan May 2014 and the emerging Local Plan, see Chapter 6.3 for more details. This transport vision will support the Local Plan to achieve sustainable future growth and reduce the negative impacts growth can have on individuals and the wider environment.

Sustainability has three strands, social, economic and environmental. It means meeting the needs of the present population without compromising the ability of future generation to meet their own needs. In order to achieve this, many different competing priorities and issues need to be balanced.

Objectives:

The following objectives will seek to achieve the transport vision for Fenland, focussing on how improved access will impact the wider outcomes and quality of life of those who live and work in Fenland.



These objectives have been developed through local member engagement, considering the significant challenges facing the district, as well as wider County Council priorities.

4.1 [Links to other objectives and visions](#)

It is important that the vision and objectives of the Fenland Transport Strategy work towards the wider strategic aims for all the partner organisations, as well as the transport priorities for the region as set by the Cambridgeshire and Peterborough Combined Authority through the Local Transport and Connectivity Plan. Below highlights the vision and key objectives from such key documents and shows how they are aligned with the Fenland Transport Strategy Objectives.

CPCA Local Transport and Connectivity Plan (LTCP) vision and objectives:

A transport network which secures a future in which the region and its people can thrive.

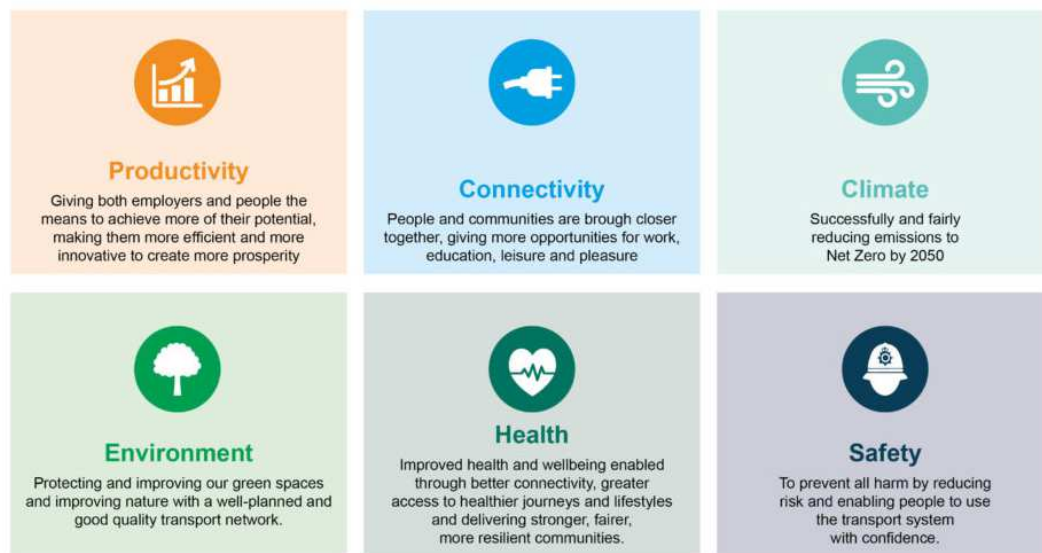
It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.

OUR KEY AIMS AND OBJECTIVES

Supporting the vision are key aims and objectives which will guide our transport future.



Cambridgeshire County Council Strategic priorities:⁵

We have set five strategic priorities that will take us where we need to be:

1. Communities at the heart of everything we do
 2. A good quality of life for everyone
 3. Helping our children learn, develop and live life to the full
 4. Cambridgeshire: A well-connected, safe, clean, green environment
 5. Protecting and caring for those who need us
- Collectively, our strategic priorities will deliver our vision for making Cambridgeshire a great place to call home, and we have set out below the main areas of focus that we will deliver against each priority.

⁵ <https://www.cambridgeshire.gov.uk/asset-library/Business-Plan-Section-1-Strategic-Framework-2021-22.pdf>

Fenland District Council Corporate Priorities:⁶

Summary of our Corporate Priorities structure

Council for the Future	Quality Organisation	Communities	<ul style="list-style-type: none">• Support vulnerable members of our community• Promote health and wellbeing for all• Work with partners to promote Fenland through Culture and Heritage
		Environment	<ul style="list-style-type: none">• Deliver a high performing refuse, recycling and street cleansing service• Work with partners and the community on projects that improve the environment and our street scene• Work with partners to keep people safe in their neighbourhoods by reducing crime and anti-social behaviour and promoting social cohesion
		Economy	<ul style="list-style-type: none">• Attract new businesses, jobs and opportunities whilst supporting our existing businesses in Fenland• Promote and enable housing growth, economic growth and regeneration across Fenland• Promote and lobby for infrastructure improvements across the district

⁶ https://fenland.gov.uk/media/16615/Business-Plan-2021-22/pdf/Business_Plan_2021-22.pdf?m=637511536613970000

5 Policies

This Transport Strategy for Fenland is designed to complement, reflect and align with a range of plans and strategies, but contribute directly to a whole range of policy outcomes. These include: health & wellbeing, equality & inclusion, climate and environment and sustainable growth. The policies included are designed to contribute directly to achieving the transport vision and objectives, but align with wider policy outcomes.

This section sets out the policies of the Highway Authority for Cambridgeshire (Cambridgeshire County Council) in collaboration with Fenland District Council, although numbered all policies have equal weight. They align with the Local Transport and Connectivity Plan, the responsibility of Cambridgeshire and Peterborough Combined Authority as Transport Authority (CPCA) who sets the overarching transport vision for the region. The CPCA have responsibility over some of the key issues included within these policies, such as bus service provision and community transport.

Therefore, the success of the strategy relies on achieving a strong partnership approach between all partners, working collaboratively with key organisations and developers to influence the step change needed to implement the strategy. The policies are intended to provide a robust framework which may be referred to by our partners, in particular through the planning and development process, and adhered to by all parties where required.

The following policies sets out the overarching policy approach and key principles of the Fenland Transport Strategy.

Policy 1: Overarching policy approach: Improving transport accessibility

The transport network in Fenland will be developed and improved with a focus on providing sustainable access to key services and facilities both within the district and across district boundaries. People's access to retail, education, employment and healthcare will be prioritised through well connected and integrated active travel and public transport provision, providing a vital and viable transport option other than the private car.

Linked to objective(s) 1, 2, 3 and 4

Policy 2: Supporting sustainable growth

The transport network will be developed in line with the strategy approach and objectives, to provide the travel capacity necessary to accommodate levels of planned growth in Fenland while protecting the area's distinctive character and environment.

New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people have the ability to travel by foot, bicycle or by passenger transport to key services and facilities.

Access by walking, cycling and public transport will be maximised in all new developments, ensuring that planning contributions are sought for transport improvements where appropriate.

Key references:

- The Active Travel Strategy for Cambridgeshire
- Active Travel Toolkit for New Developments (emerging)

Linked to objective(s) 1, 2, 3 and 4

Policy 3: Prioritisation of user hierarchy

An important part of embracing active travel is putting non-motorised users at the top of our transport user hierarchy, as illustrated below. Vulnerable road users and active transport modes are at the top of the hierarchy and should be a focus of all policies and schemes, ensuring they are provided for appropriately and not adversely impacted, considered on an individual scheme basis. Manual for Streets (DfT 2007) sets out the user hierarchy and 'Place' and 'Movement' concept and should be referred to alongside this policy.

The user hierarchy will be used as a guide for setting priorities and allocating funding towards programme areas and schemes. The hierarchy will be applied to the development and review of all specific transport strategies such as the district-based transport strategies and should be considered during the design of any new or improved transport scheme. Any variation from this will require justification of why full compliance to this is not either possible or appropriate to the scheme.

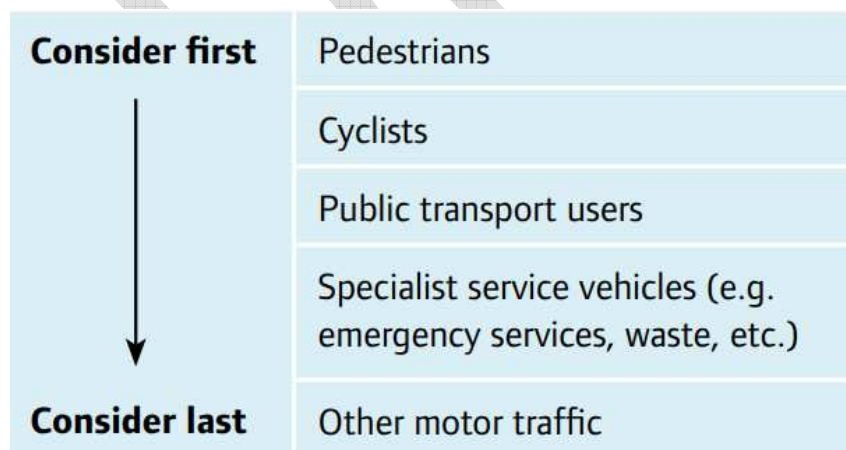


Figure 3: User Hierarchy Source: Manual for Streets

Policy 4: Improve the integration of all modes of transport and provide good connectivity between walking, cycling, bus and rail services

Integration of transport modes is essential to provide the connectivity that is key to accessibility to a wide range of destinations and services. Many journeys require more than one mode of travel, in particular longer journeys that may involve connections with bus or rail services.

Ensuring these transport hubs link effectively with walking and cycling infrastructure for first and last mile journeys, will substantially increase the opportunity to travel entire journeys by sustainable modes.

Linked to objective(s) 1, 3 and 4

Policy 5: Collaborative working with partners on delivering transport objectives

The County Council will work collaboratively with the Combined Authority, Fenland District Council, Hereward Community Rail Partnership, Fenland Transport and Access Group and other relevant organisations to design and deliver high quality transport schemes and projects that support the objectives of the strategy. Funding opportunities will be sought to develop and deliver these schemes and projects either directly funded by partner organisations, as part of a funding package with multiple partners, or collaboratively through future government funding bids.

Linked to objective(s) 1, 2, 3 and 4

Policy 6: Seek to influence and work with planning authorities to co-locate housing and services/facilities to reduce the need to travel long distances

The successful implementation of the transport vision for Fenland will be partially dependent on the approach to growth and the implementation of the Fenland Local Plan. So not to exacerbate the existing accessibility challenges facing those who live and work in Fenland, housing and employment growth will be best placed in market towns as stated in the existing Fenland Local Plan (2014):

Fenland Local Plan - Our Vision Statement: *Growth will be focussed on our four market towns. But villages will not be left behind, with appropriate and sensitive development being permitted to ensure they remain thriving local communities.*

An approach that diverts away from this focus including the emerging Fenland Local Plan would need to ensure significant improvements to access to any new growth site, either housing or employment, through the design of such development, ensuring sustainable connectivity to the wider network. This includes consideration of cross-boundary connectivity where appropriate.

Linked to objective(s) 1,2 and 4

Policy 7: Negotiate with developers to ensure the provision of sustainable transport options as part of new developments

A comprehensive approach will be applied to secure the provision of new and improved transport infrastructure, in a timely manner to ensure that accessibility is maintained, additional connectivity is established, and the impact(s) of developments are addressed, in line with this strategy approach.

Developers will be required to make provision to mitigate both the site specific and network impacts of their planning proposal. Mitigation measures will be secured by direct improvements carried out by the developer and through a Section 106 (S106) agreement.

The nature and scale of mitigation/contributions will be determined by, the scale and type of development, as well as the transport impact and demands this places on the site and the local network, in line with the overall approach of this strategy.

Key references:

- The Active Travel Strategy for Cambridgeshire
- Active Travel Toolkit for New Developments
- Fenland Walking, Cycling and Mobility Aid Strategy
- Fenland Rail Development Strategy 2011 - 2031

Linked to objective(s) 1, 3, 4

Policy 8: Transport Assessments

Transport Assessments (TA) will be required to support any planning application that produces a net increase of approximately 500 person trips (by all transport modes) per day. For smaller scale developments a Transport Statement (TS) will generally be required. However a full TA may also be required if the development falls below this threshold but there are other local issues that may need to be addressed.

Early engagement with the local highway authority is strongly advised to agree the scope of the TA or TS and ensure that all the required data and information is provided when a planning application is submitted.

For the larger sites, it is expected that robust land use and transport modelling will be undertaken to assess not only the specific impact of the development but to assess the cumulative impact of the proposal on the surrounding transport network. The detail of this would need to be discussed and agreed with the Local Highway Authority.

CCC Transport Assessment guidelines are available

<https://www.cambridgeshire.gov.uk/business/planning-and-development/developing-new-communities>

Linked to objective(s) 1, 2, 3 and 4

Policy 9: Road safety

The safety of users of all modes of travel is a top priority, both on the existing network and through all new developments and schemes. The County Council is a member of the Vision Zero Partnership, and any transport improvement or new infrastructure will need to consider the safety of all road users through the Safe System Approach (see image below) and the Vision Zero strategy “Towards 2030 Making Ours Roads Safer For all”.

Figure 4: The 5 Safe System components

The County Council will:

- Implement road safety initiatives to reduce road traffic accidents
- Work towards road safety targets held locally and nationally
- Prioritise pedestrian and cycle safety
- Work to increase cycling without increasing accidents



Linked to objective(s) 1, 3 and 4

Active Travel:

‘Active travel’ includes walking, cycling and associated modes of travel, such as by wheelchair, adapted cycle, cycle freight, e-bike, mobility scooter, and using pushchairs and push scooters. Horse riders are also a vulnerable road user, and although focussed on leisure journeys, need to be considered when developing or improving the active travel network.

There is a need to reduce the number of journeys made by car, due to issues with congestion, air pollution, the risks associated with inactive lifestyles on people’s health and wellbeing, as well as the more globally significant impact of carbon emissions. Therefore, the need to enable and encourage more people to make more journeys by active travel modes, particularly for shorter local journeys, is a significant target at a national and local level.

The Active Travel Strategy for Cambridgeshire (CCC, emerging), and Fenland Cycling, Walking and Mobility Aids Improvement Strategy (FDC, 2021) provides the detailed local policy approach for active travel, and should be read in conjunction with the policy below.

Policy 10: Delivering an integrated cycle and walking network

The overarching approach to active travel is set out in the Active Travel Strategy for Cambridgeshire. This strategy provides a more detailed approach for the Fenland area. Cycling and walking provides a sustainable alternative mode of travel for the many short local journeys that are currently made by car. It can also be the best first or last mile option linking with public transport routes as part of a longer journey. With the availability of electric cycles and an improved active travel culture, walking and cycling has an important role to play in achieving the vision and objectives of the strategy. A different approach will be needed in different areas due to the variation across Fenland. The requirements of a walking and cycling network differ in a market town when compared with a more rural area across the district. This means that a different approaches to delivery will be taken across the district.

‘Walking’, including travel by wheelchair, pushchair or mobility aid is a cheap and readily available form of travel for the majority of able-bodied people. With improvements to footways and implementing a Healthy Streets Approach see Figure 5 across the district, ‘walking’ should be inclusive and safe for all.



Figure 5: Healthy Streets Indicators

'Cycling', including other wheeled modes such as adapted cycles, e-cycles, e-scooters and cargo bikes, requires more equipment but offer a more affordable transport option than the cost of owning and running a car. Developing new and improving existing routes by cycle can encourage increased take up of cycling for the many local journeys currently made by private car.

Enabling increased levels of walking and cycling is important in achieving the vision as it provides a viable transport option to many people who do not own a car or have access to a public transport route, excluding them from the many services and facilities needed for a good quality of life. There are significant personal benefits through more active lifestyles as well as wider benefits to the environment.

The capacity, quality and safety of walking and cycling networks will be increased to enhance and promote sustainable, healthy and active travel. The highest possible standard of cycling and walking infrastructure appropriate to a location will be pursued in line with the Active Travel Strategy for Cambridgeshire and the Fenland Cycling, Walking and Mobility Improvement Strategy.

Linked to objective(s) 1 and 4

Public Transport:

Public transport can provide a sustainable alternative to the private car for longer journeys that would not be possible by walking or cycling. Public transport provision in Fenland is currently poor, with a limited network of bus and train services.

Bus services nationally have been in decline, alongside falling patronage. There are many reasons for this, primarily the high cost of operating bus services, especially in rural areas, and low usage renders them commercially unviable. The Covid 19 pandemic has exacerbated the situation further. Therefore, over a number of years bus services in Fenland have been withdrawn or timetables reduced, and previous hubs for bus services, such as Chatteris, have been left with a much lower level of provision, and some villages with no service at all. Community transport schemes have provided an alternative for the many people who have no alternative, but the private car has become an essential lifeline for many Fenland residents to be able to access the services they need.

There are three train stations in Fenland at Whittlesea, March and Manea that provide longer distanced journeys to Peterborough, Ely, Norwich and Ipswich, and connections to much of England and beyond. However, frequency of service is low, and does not provide the more local connections that would provide more opportunities for travel within Fenland and neighbouring areas.

This strategy addresses these issues through seeking a step change in provision, influencing partner organisations to implement identified and future improvements.

Working with CPCA as Transport Authority will be essential, in particular for bus service improvements for which they are responsible.

Policy 11: Collaborate with the CPCA as Transport Authority and other key stakeholders to improved public transport access and provision

The County Council and Fenland District Council will support improvements to public transport services and supporting infrastructure that will improve sustainable access for residents and workers across Fenland. Given the complexities as to how both rail and bus travel are managed in England collaboration with a range of partners and stakeholders is going to be key to achieving improved public transport access and provision. This links with Policy xx

Improvements will be sought through:

- Supporting the implementation of the Great British Railways: The Williams-Shapps Plan for Rail by the DfT
- Lobbying for improved railway services and infrastructure in the district
- Support the Hereward Community Rail Partnership and its focus on working the community to improve the stations and the railway line between Ely and Peterborough including Manea, March and Whittlesea
- Support the implementation of the CPCA Bus Service Improvement Plan and the impact this could have on improving accessibility in the area
- Working collaboratively with public transport providers, both rail and bus, and partner organisations through the design and implementation of public transport improvements, as Highway Authority responsible for the maintenance of new infrastructure such as bus priority junctions and traffic lights, bus lanes and bus stop infrastructure such as Real Time Passenger Information (RTPI).

Linked to objective(s) 2, 3 and 4

Policy 12: Supporting improvements to rail services and stations

The County Council will support further railway improvements through the Fenland Rail Development Strategy 2011 – 2031 and will continue to be an active partner in the Fenland Strategy Partnership Transport and Access Group and Hereward Community Rail Partnership, delivering ongoing improvements to rail stations and services, alongside the community.

Linked to objective(s) 2, 3 and 4

CASE STUDY:

[Insert text from Fenland Rail improvements]

Policy 13: Continue partnership working in relation to community transport schemes

Community transport provides an important transport service to residents of Fenland who are unable to access a standard bus service, either due to lack of provision or personal mobility issues. FACT Community Transport is the primary provider of community transport in the area and provides dial-a-ride and dial-a-car services for people who have difficulties using conventional modes of transport and use accessible vehicles. There are also local community car schemes that provide vital journeys for local people. These are individual schemes often aligned with individual communities that are overseen by the Care Network.

The County Council and Fenland District Council acknowledges the important role community transport has on improving the accessibility of Fenland residents to key services and destinations, and without this provision the access challenges faced by residents would be significantly worse.

Both Council's support the role of community transport and will work with local providers and the Combined Authority as Transport Authority. Currently Fenland District Council provide financial support for some elements of community transport.

CASE STUDY:

[To be provided]

Policy 14: Improve information and promotion of sustainable travel options

The vision of this strategy emphasises the need for people to make more sustainable travel choices. Whilst many of these policies focus on improving and expanding the provision of sustainable travel through new and improved services and infrastructure, there is also a need to improve the way we promote such travel options to make people aware of their choices.

The County Council and Fenland District Council will explore ways to:

- Develop a Fenland wide walking and cycling map, updated as new routes are improved or created, identifying the different routes available. For example, leisure routes for ramblers and equestrians, versus key walking and cycling routes to access transport hubs or between towns and villages
- Promote the health and lifestyle benefits of choosing sustainable modes of travel and aligning schemes with the health and wellbeing benefits as set out in the Cambridgeshire and Peterborough Health and Wellbeing Strategy, in collaboration with key partners and organisations
- Working with our partners and key organisations, such as the Road Safety Partnership, to promote the safe use of transport and promote cycle training for school children and adults

- Working with our partners to encourage public transport providers to promote awareness of their services using new and innovative methods where appropriate
- Promote the use of car clubs and car sharing schemes

Linked to objective(s) 1 and 4

Policy 15: Support and expand travel planning

The County Council will continue to support and work in partnership with Smart Journeys, a not-for-profit commercial enterprise, formally Travel for Cambridgeshire. It advises and supports employers, residential developers, and schools to implement and promote sustainable and active travel.

CASE STUDY: Wisbech Travel Choices Project

[To be provided]

Linked to objective(s) 1 and 4

Policy 16: Embrace new transport technologies

The County Council will embrace new sustainable transport technologies that supports the strategy approach and wider strategic aims of the Council, most significantly to minimise the carbon impact of transport and improve the health and wellbeing of residents.

New technologies will be considered as they emerge and will be managed on the network as considered most appropriate for the safety of existing users. Recent new transport technologies include e-scooters, e-bikes, including cargo bikes, mobility as a service, demand responsive transport, autonomous vehicles, and electric vehicles.

Linked to objective(s) 1, 2, 3 and 4

Environmental:

Transport services and infrastructure can both have an impact on the environment, whether adversely through building new cycleways or busways through countryside, or positively through the potential number of cars such infrastructure could remove from the roads. This strategy considers the significant targets to reach net zero carbon by 2045, and the role transport has in this, as well as the direct environmental impact the strategy could have on its immediate environment, and policies that aim to reduce or mitigate this effect, in particular through the planning and development process.

Policy 17: Reduce carbon emissions

Transport development in Fenland will need to consider its wider impact on the environment and play a significant part in achieving decarbonisation of the transport

network across the county. In 2021 the Joint Administration committed to putting climate change and biodiversity at the heart of the Council's work to be more ambitious to tackle the climate and environmental crisis.

Any transport improvement or new development will need to align with the aims of Cambridgeshire County Council's Climate Change and Environment Strategy 2021: Net Zero Cambridgeshire 2045. The Net Zero Vision is illustrated below:



Linked to objective(s) 1 and 4

Policy 18: Reduce the need to travel Embrace digital connectivity and living locally to reduce the need to travel

It is acknowledged that in an increasingly digital age and with significantly improved internet access, even in rural areas, the need to physically access many services in person or travel to a place of work has reduced in recent years. The Cambridgeshire and Peterborough Local Transport and Connectivity Plan emphasises the importance of digital connectivity and the County Council supports the continued improvements in digital access for all, and the positive impact this can have on the transport network to reduce the number of journeys that need to be made, in particular short local journeys and commuter journeys at peak times of the day when levels of congestion are at its highest.

However, it is also recognised that there are gaps in coverage, or areas of poor coverage and there will always be a need for people to travel for many other services and work, due to availability or ability to access these online, as well as being important for social inclusion and to reduce the feeling of loneliness.

The Covid 19 pandemic has highlighted that many people are able to effectively work from home for longer periods of time, and the personal benefits this has. Future trends in home working and the impact on commuting patterns are yet unknown, but a more balanced approach is possible that will continue reductions in the need to travel for work, in particular on a daily basis at pre-pandemic levels.

Linked to objective(s) 2, 3 and 4

Policy 19: Historic, landscape and biodiversity

The County Council will work with key partners including transport operators and businesses to reduce transport related emissions, to help protect and enhance the area's distinctive character and environment, while supporting sustainable growth and identifying solutions that will help to achieve longer term environmental benefits aligning with CCC Climate Change and Environment Strategy.

Key references:

- CCC Climate Change and Environment Strategy
- Cambridgeshire and Peterborough Independent Commission on Climate
- Fenland District Council Climate Change Strategy
- Fenland Conservation Areas⁷

Linked to objective(s) 4

Policy 20: Improve air quality and the health and wellbeing of Fenland residents

Transport has a significant impact on the health and wellbeing of the people who use it or live on or close to the transport network. Impacts can be direct through air pollution resulting from vehicle emissions, and inactivity through the dominance of use of the private car. As well as more indirect impacts causing disease, mental health issues and social isolation. Developments in housing and transport can help to address these impacts, and any transport improvement or new transport scheme should consider its health and wellbeing impacts, aligning with the emerging Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy. The County Council will:

- Work in partnership with Fenland District Council to monitor air quality at key locations across the district and develop and implement effective Air Quality Action Plans
- Support the adoption of the ten 'Healthy New Town' principles for local housing development
- Align new transport development with the Combined Authority's LTCP policies for 'Creating Healthy Thriving Communities'

CASE STUDY: Broad Street, March: Congestion and public realm improvements

[Insert text]

[Include information on Area Quality Management Areas in Fenland]

⁷ [Conservation Areas - Fenland District Council](#)

Linked to objective(s) 1 and 4

The Road Network:

The vision and objectives of this strategy are focussed on addressing the access challenges of those who live and work in Fenland through improvements and new provision for active or sustainable travel modes. However, it is acknowledged that implementing the strategy and action plan will take time, and there will remain a need for people to travel by car, particularly in rural areas and for longer journeys, until suitable solutions are provided. Even so, opportunities will be sought which may take away road space to provide for more sustainable journeys, such as for new or wider footways, new cycleways or for bus priority.

There are challenges on the existing road network which will need to be addressed and improving safety and maintaining our roads are priorities for all users.

Policy 21: Investigate measures to manage demand for cars where a viable alternative is an option

Appropriate measures and interventions will be introduced to manage the demand for general vehicular travel and reducing through traffic in market towns in line with the strategy approach, prioritising sustainable transport routes where available. Future schemes will be considered where re-prioritising road space may be appropriate and possible, and will be assessed on a case-by case basis but aligned with the overarching strategy approach. Such measures could include;

- Reallocation of road space to be used by passenger transport, pedestrians, and cyclists
- Access restrictions for general vehicular traffic
- Parking restrictions

Linked to objective(s) 1 and 4

Policy 22: Focussed road network improvements

Improvements to the local road network will be focussed on accident cluster sites or significantly congested hotspots, linking with employment and housing growth. All road improvements will be required to consider cycling and walking provision within its design at the earliest stage to ensure it is compliant with LTN 1/20 Cycle Infrastructure Design, as well as the Healthy Streets Approach where appropriate. Schemes should also seek to maximise improvements to public transport provision where appropriate within its design, for example, bus priority measures and bus stop provision.

Linked to objective(s) 2

Policy 23: The primary road network

Long distance, through traffic will be required to use the primary road network. Improvements to the primary road network will be driven by the national agenda but must take account of local circumstances, local opportunities and local impacts. All improvements to the primary road network will be required to consider cycling and walking provision within its design at the earliest stage to ensure it is compliant with LTN 1/20 Cycle Infrastructure Design, as well as the Healthy Streets Approach where appropriate. Schemes should also seek to maximise improvements to public transport provision where appropriate within its design, for example, bus priority measures and bus stop provision.

The primary road network in Fenland includes:

A1101, A1122, A142, A141 and A47.

Linked to objective(s) 2

Policy 24: Effective traffic management for HGVs and farm traffic

The impact that HGV and farm traffic can have on residents is understood and this needs to be balanced with the nature and needs of the local economy. The County Council has a cross county Member working group that is developing a county wide HGV policy that will look to balance the impact of HGVs on the local area. This policy will be updated once the wider county HGV policy is set and will look to reflect this at a local level.

Linked to objective(s) 2 and 4

6 Wider Context & Partnerships

6.1 Introduction

Since the Devolution Deal in 2017, the responsibility to produce the Local Transport Plan (LTP) has passed from Cambridgeshire County Council to the Cambridgeshire and Peterborough Combined Authority (CPCA). The CPCA is currently updating the adopted LTP (2020), and this strategy is aligned with the emerging Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP).

The diagram below shows the relationship between the County Council transport strategy documents that sit under the CPCA's LTCP, and the link between the Fenland Transport Strategy and the Fenland District Council Local Plan and transport policy documents.

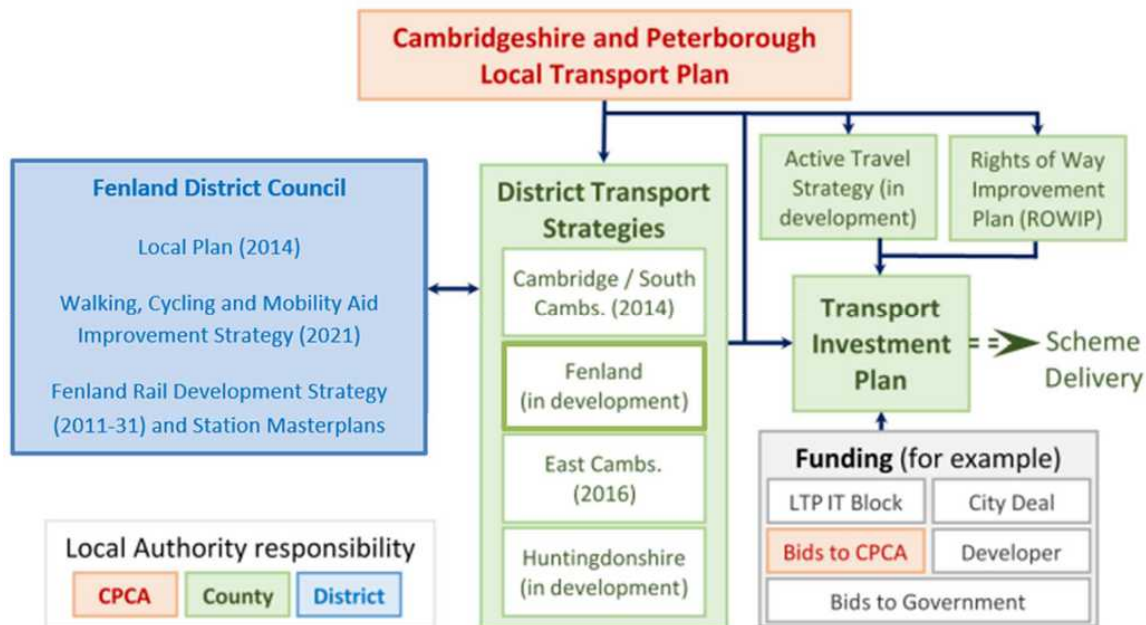


Figure 6: County Council Transport Strategy Documents and links to CPCA LTP and District Local Plans

The County Council, as the Local Highway Authority, continues to produce transport strategy documents, such as this Fenland Transport Strategy which are aligned with the emerging vision and objectives of the CPCA LTCP refresh and reflect the County Council's investment priorities and future aspirations. This strategy work also supports and complements district Local Plans and will review and propose transport improvement schemes for investment for each area. These strategy documents and the transport schemes that come from them are used to underpin funding bids being developed and presented to the CPCA, or to other potential funders.

6.2 Existing policy

The Fenland Transport Strategy must align with and support the aims and objectives of a number of transport specific and wider policies, produced by the County Council and our partner organisations. The following Plans and Strategies have been considered within the development of this strategy.

Active Travel Strategy for Cambridgeshire (emerging)

The emerging Active Travel Strategy for Cambridgeshire is a topic-specific transport strategy produced by the County Council that will sit under the Cambridgeshire and Peterborough LTCP. The strategy sets out an ambitious vision that seeks to embrace active travel at the heart of all future transport projects and developments, that will prioritise walking and cycling and other active travel modes to create a well-connected, safe and inclusive active travel network across Cambridgeshire to ensure it becomes the 'go-to' travel option for many local journeys.

The Transport Investment Plan

The Transport Investment Plan (TIP) collates transport schemes and proposals that have been identified by the Council in its strategy documents and also includes transport schemes being brought forward by other bodies including the CPCA, Network Rail, National Highways and developers. It details the status of the schemes, including what level of design work has been undertaken, and whether committed funding is available from sources other than the County Council.

The Rights of Way Improvement Plan (2016)⁸

The Updated Rights of Way Improvement Plan (ROWIP) provides an update to the first ROWIP that was published in 2006, in line with the requirements of the Countryside and Rights of Way Act 2000. This update summarises the progress made since the first ROWIP was adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statements of Action.

Vision Zero Partnership: Towards 2030 – Making our road safer for all (2020)⁹

The Vision Zero Partnership is committed to a Safe System approach. Its structure and activities are based on the principles of Safe Systems and this Strategy sets out how the partners will work together to achieve Vision Zero.

No human being should be killed or seriously injured as the result of a road collision

⁸ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan>

⁹ Towards 2030 – Making our roads safer for all Strategy Document FINAL LR Jan 21 (cprsp.co.uk)

The Partnership is working towards a long-term strategic goal of Vision Zero, where there are no deaths and serious injuries on the Partnership's roads. This is an ambitious goal and will need time and effort to be achievable. With this Strategy starting in 2020, the goal is to move towards zero deaths or severe serious injuries in the Partnership area by 2040.

Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy (emerging)

Supporting the health and wellbeing of our communities is fundamental to Local Government, as well as to the NHS. The Health and Wellbeing Board recognise that many of the most important factors which affect our residents' health are social, economic and environmental. The four key priorities across member organisations are¹⁰:

Priority 1: Places that support health and wellbeing
Priority 2: Helping children achieve the best start in life
Priority 3: Staying healthy throughout life
Priority 4: Quality health and social care

Cambridgeshire County Council's Climate Change and Environment Strategy 2021: Net Zero Cambridgeshire 2045¹¹

Climate Change is a very real challenge for our communities, businesses and nature. We believe that, as a Council, it is our responsibility to act now. We must: reduce the contribution the county is making towards Climate Change, improve our resilience to the climate change that has already happened, and reduce our impact on the natural environment.

Our ambition is for the county of Cambridgeshire to be net zero by 2045. This Strategy describes how the Council will contribute to tackling the climate and biodiversity crises, by guiding our action in the coming years, help individuals, partners and businesses in Cambridgeshire understand what we are focussing on and why.

¹⁰

<https://democracy.peterborough.gov.uk/documents/s40045/Item%206.%20Appendix%20A%20Draft%20health%20and%20wellbeing%20strategy%20for%20HWB%20Jt%20WSSC.pdf>

¹¹<https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/climate-change-and-environment-strategy>

Cambridgeshire Green Infrastructure Strategy (2011)¹²

Green Infrastructure is part of our natural life-support system. It is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and to link the communities, villages, towns and cities of Cambridgeshire with each other and to the surrounding landscape. Green Infrastructure is vital to quality of life for both existing and future residents of Cambridgeshire and is nationally acknowledged as an important element of well-designed and inclusive places.

This Strategy is designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future. This Strategy will demonstrate how Green Infrastructure can be used to help to achieve four objectives:

- 1) To reverse the decline in biodiversity
- 2) To mitigate and adapt to climate change
- 3) To promote sustainable growth and economic development
- 4) To support healthy living and well-being.

Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021-2036)¹³

The Cambridgeshire and Peterborough Minerals and Waste Local Plan was adopted by Cambridgeshire County Council and Peterborough City Council on 28 July 2021.

The Minerals and Waste Local Plan sets the framework for all minerals and waste developments until 2036. It sets out policies to guide mineral and waste management development and will:

- ensure a steady supply of minerals (construction materials eg sand and gravel) to supply the growth that is planned for the area
- enable us to have new modern waste management facilities, to manage our waste in a much better way than landfill

It will be used by developers when putting forward proposals and by councils when considering planning applications.

¹² <https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/protecting-and-providing-green-space>

¹³ <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan>

The Local Plan makes strategic allocations for long-term mineral and waste management development at Block Fen/Langwood Fen near Mepal. Designations such as Mineral Safeguarding Areas are also made within the Local Plan and shown on the Policies Map. This will ensure, for example, that consultation takes place between the County Council as Mineral Planning Authority and district/city councils when development is proposed on mineral bearing land. The aim is to avoid the county's finite mineral resource being unknowingly or unnecessarily sterilised.

Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan (LTCP)

The LTCP is being revamped to recognise the changes which have happened locally and nationally affecting transport. That includes the impact of Covid-19, the developing response locally to climate change including the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate, as well as Government's plans to decarbonise transport.

'Connectivity' has been added to the title of the plan to recognise how important the internet is now on transport. With greater trends towards working and learning from home, as well as social and leisure activities, shopping and accessing services, quality and accessibility of digital infrastructure has an impact on the amount of travel taking place.

Fenland District Council Hackney Carriage and Private Hire Licensing Policy 2021 - 2026¹⁴

Fenland District Council is responsible for the licensing of Hackney Carriage and Private Hire Vehicles, their Drivers, Operators and Proprietors in the District. This Policy sets out the standard that the Council will use to inform its decisions on applications for licenses, their renewal and consideration of their continuance. This Policy will also be useful for members of the hackney carriage and private hire trades, those seeking licenses, the travelling public and others in the community.

Fenland Cycling, Walking and Mobility Improvement Strategy¹⁵

Fenland District Council, with support from the Hereward Community Rail Partnership, has approved the development of a Fenland Cycling, Walking and Mobility Improvement Strategy. This strategy will set out proposals to develop a core network of routes that can be improved in the short and medium term and built upon in the future.

To achieve this, key walking and cycling routes linking densely populated residential areas with safe, direct walking/cycling routes to places of education and employment

¹⁴ https://www.fenland.gov.uk/media/15440/Licensing-Policy-and-Conditions-Hackney-Carriage-and-Private-Hire/pdf/HC_PH_Licensing_Policy_2021_-_2026.pdf?m=637623760726970000

¹⁵ <https://www.fenland.gov.uk/article/15883/Fenland-Cycling-Walking-and-Mobility-Improvement-Strategy>

will be identified, along with routes to rail or bus stations for longer distance multimodal journeys.

6.3 [Fenland Local Plan](#)

The Fenland Local Plan 2011 – 2031 was adopted in May 2014, it includes proposals for 11,000 new homes across Fenland District and 95ha of new employment land.

The Fenland Local Plan is currently under review with public consultation on a draft version due in 2022. Based on the governments 'standard method' to calculate local housing need, in Fenland there is a need for **517** dwellings per year*. Therefore, the overall housing need for the emerging Local Plan is for **9,823** dwellings between 1 April 2021 and 31 March 2040'

7 Engagement

[This section will be completed once the public engagement has been carried out and will summarise the key aspects of the engagement.

It is expected to take place in Summer/Autumn 2022.]

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8 Funding

A key challenge for the Fenland Transport Strategy will be ensuring it is achievable within the funding available. At the same time, it is important that the needs and aspirations of transport users are reflected, as it provides a strong basis to achieve additional funding and to lobby for improvements.

The current funding environment is challenging. It is important to maintain a level of realism over what might be delivered in the current funding environment; but a strategy which outlines a realistic assessment of the needs of the area is necessary. A strategy that is constrained by known funding will not provide the evidence base to support calls for investment. An ambitious strategy is therefore presented, as without this ambitious action plan, investment plans will take longer to deliver.

Funding is a key consideration, and it is acknowledged that there are challenges given the current financial climate. However, despite this there is recognition of the need to be clear on aspirations for this area which is one of the highest performing areas in the country, to help secure investment towards transport infrastructure as a key enabler of growth.

8.1 [Central government funding](#)

With the creation of the CPCA and the transfer of the transport authority to the CPCA from CCC, the Single Local Growth Fund is now allocated to the CPCA as the organisation that generates the Local Transport Plan; CCC remains the highway authority and so the maintenance block and intergraded transport grants are sent from central government to the CPCA and then onto CCC.

There are also additional funds created by central government, for example in 2020 there was a £2bn Active Travel Fund created with £250m being allocated into the year. Having a sound transport strategy and Local Investment Plan helps to bring forward schemes that can benefit from these block grants.

8.2 [Cambridgeshire and Peterborough Combined Authority \(CPCA\) funding](#)

The CPCA is the transport authority in Cambridgeshire. As the transport authority, it receives central funding for capital projects. A number of the projects in this transport strategy have been developed as a result of partnership work between the CPCA and CCC. This enables additional funding when available from the CPCA to work on additional projects.

8.3 [Funding from developments](#)

By bringing forward new development, developers are expected to mitigate the impacts of their schemes. This can be through the direct delivery of schemes or contributions towards larger schemes. Through setting out the principles of transport interventions in the district, this strategy sets a framework by which the most appropriate schemes can be brought forward by new development.

8.4 [County Council rolling fund](#)

A £1M rolling fund was agreed by the Council's Economy and Environment Committee in February 2018 to develop a pipeline of schemes to address congestion, with the investment in early scheme development to be repaid into the fund when the schemes were delivered. The following work has been undertaken to date using this fund:

- A10 / A142 roundabouts (schemes delivered, funding recycled into pot)
- St Ives transport study (study completed, delivery subject to CPCA funding)
- HGV "Diamond Study" (looking at traffic issues in area between A14, A141 and A142)

As of November 2021, it is forecast that at the end of the 2021/22 financial year, there will be around £425k funding from the £1M budget available for further scheme pipeline development work.

9 Action Plan

[This section will be reviewed as part of the public engagement in 2022.]

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Appendix 1 Accessibility Report

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Fenland Accessibility Report

Final Draft
February 2022

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Chapter 1 Introduction

Access to services and facilities is a key challenge in any rural area. The movement of people, goods and services is essential for everyday life and wellbeing, making such journeys in rural areas can be difficult. Discussion in 2019 about a Transport Strategy for Fenland brought accessibility issues more sharply into focus for North Cambridgeshire, raising questions about the specific accessibility issues that any Transport Strategy for Fenland might need to address.

Whilst significant accessibility planning work was undertaken in the early 2000s, two decades have since passed. The transport landscape has changed markedly but the level of accessibility planning research has not kept pace. To adequately support the development of a new Transport Strategy for Fenland it was decided that new accessibility research was needed.

1.1 What is Accessibility?

“Accessibility is the extent to which individuals and households can access day to day services, such as employment, education, healthcare, food stores and town centres.¹”

Research shows that there are five key barriers to access:

- the availability and physical accessibility of transport;
- the cost of transport;
- the location of services and opportunities in inaccessible places;
- people’s concerns about safety and security when travelling;
- limited travel horizons (people’s unwillingness or lack of confidence about travelling beyond a certain distance from home).²

Access and transport are key issues in a rural area such as Fenland, especially when 20% of all households do not own to a car. Accessibility planning to support Local Transport Plan (LTP) 1 between 2006 and 2011 has played a significant role in Fenland transport strategy work for our most rural areas since that time. It is however acknowledged that the transport landscape has changed significantly since that time. More up to date evidence and supporting materials are needed to establish the current accessibility position and to develop proposals to address these issues.

A list of key services is provided below:

employment centres; primary schools; secondary schools; Further Education institutions; GPs; Hospitals; food stores; town centres; railway stations: (Peterborough, Kings Lynn, March, Manea, Whittlesea)

It is acknowledged that people experience specific access challenges due to differing mobility needs. We fully recognise a person’s experience, and that access opportunities and challenges will be unique to them. Below are a small number of examples of access needs.

- Some people may live physically close to a bus stop, but if the bus service and stop infrastructure does not meet their needs, they will be unable to access the bus service
- Particularly in rural areas people live too far away from bus and railway stations to walk or cycle to them. They therefore have difficulties getting to locations where they can catch buses and trains

¹ Accessibility Statistics Guidance p2

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/372139/accessibility-statistics-guidance.pdf

² Accessibility Planning Policy: Evaluation and Future Direction p6

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3190/accessibility-planning-evaluation-report.pdf

- There are also nonphysical aspects such as being unfamiliar with public transport and having concerns about how to use such services e.g. which is my bus stop or platform, will I make my connection on time because the first service is running late, knowledge of how to use the railway passenger assist scheme
- Public transport staff training on differing accessibility requirements and providing support to customers with differing needs
- It is also recognised that transport services may be available but not be at suitable times or destinations to be useful. This is especially the case for medical appointments (or similar) where a day and time will be given that is specific to an individual person

It is also acknowledged that alternative modes of transport are always going to be compared with the convenience and speed of using a private car (if available).

1.2 Purpose of this report

The purpose of this report is to highlight the accessibility challenges that are faced in the Fenland District of Cambridgeshire. To support the development of the Fenland Transport Strategy this report will focus on the following areas:

- Provide context about the earlier accessibility planning research and its key findings. This will also be supported by other related information that has a significant impact on accessibility such as health, education, deprivation and demographics
- Provide context through setting out the current transport challenges in Fenland
- Undertake new research through GIS mapping and criteria-based assessments of transport services in the Fenland towns and villages
- Set out some recommendations and conclusions to inform the development of the Fenland Transport Strategy.

This report will be technical in nature but be written in a way that will make it as useful and readable to a wide audience.

1.3 The Fenland Transport Strategy & its Objectives

This report will mainly be used to support the development of the Fenland Transport Strategy (FTS). The FTS will address current and future transport pressure in and around the district to help support growth in Fenland with the purpose of providing a policy framework and Action Plan of potential transport improvements/interventions for the area, addressing current and predicted future transport problems. The FTS will also be consistent with wider suite of transport strategies that are being developed across the area including the Cambridgeshire and Peterborough Combined Authority's (CPCA) Local Transport and Connectivity Plan (LTCP). The FTS will also support the developing Fenland Local Plan to take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this.

The development of the FTS is being led by a Member Steering Group (MSG) comprised of elected Councillors from Fenland District Council and Cambridgeshire County Council. Officer support is provided from Fenland District Council, Cambridgeshire County Council and the CPCA. It was clear following the first two MSG meetings that there was a need for a different approach when developing the FTS. It was agreed that the main transport challenge in Fenland was accessibility to services. The FTS vision and objective are shown in Figure 1 below.

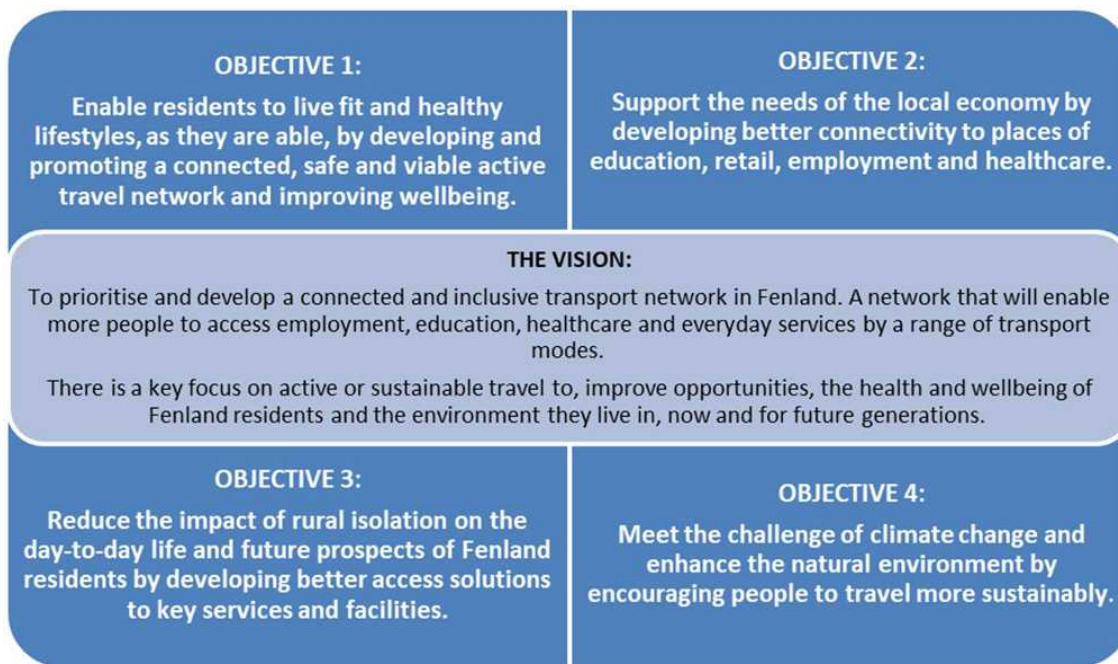


Figure 1: Fenland Transport Strategy Vision and Objective.

The Transport Strategy Fenland is adopting an approach which is centred on the delivery of a primary vision which is supported by four objectives. The objectives are interdependent and will require all to be achieved to ensure the vision is successfully achieved. Within the Fenland Transport Strategy the aim is to identify limitations, understand challenges, consider schemes and develop a forward-thinking strategy to help Fenland grow. Transport significantly affects people's quality of life and their ability to access employment, recreational facilities, healthcare and education, and is critically important to the economy.

The MSG also discussed the rural nature of Fenland which creates accessibility challenges for those without access to a private vehicle which tend to be people with protected characteristics. Moreover, the high dependence of private vehicles makes meeting core objective three (climate change) difficult too. Rurality also makes delivery of traditional public transport services a challenge. The dispersed nature of communities in rural areas means that it is often not viable for commercial bus operators to run traditional services, and even when they do, frequencies often do not allow people to access the services they need at the times they need. Furthermore, long journey times and poor reliability can often make trips by bus an undesirable choice for many people, particularly for the journey to work.

Chapter 2 Context

There are several important factors which contribute in whole or in part to the accessibility issues within Fenland District. Key headline information about these matters is set out in this chapter of the report.

2.1 Rurality and non-car ownership

Fenland is a rural district of some 200 square miles. It has four market towns and over 30 villages and small settlements. Opportunities to travel without a car are significantly worse in 2020 than in 2004 - 2006 when the earlier research and strategy were being developed. Approximately 20%³ of all households do not have own a car in Fenland, these figures remain relatively unchanged from previous data e.g. 2011 Census.

2.2 Socio-economic context

There are non-transport related matters which strongly affect accessibility such as age, employment, health, rural poverty, and disability. Fenland district has challenges related to these factors which are important when addressing accessibility. Many of these factors have already been widely researched and considered in detail on websites such as Cambridgeshire Insight.

2.2.1 The Cambridgeshire and Peterborough Independent Economic Review (CPIER) Report

In September 2018 the Cambridgeshire and Peterborough Independent Economic Review was published. Also known as the CPIER report, the Executive Summary concluded the following in respect of the fens:

“The history of the fens is a story of dramatic transformation. As they were drained from the 17th century onwards, land became available for agriculture, and close links to the sea enabled commerce. This brought great wealth to the region as landowners prospered and led to the formation of market towns, which across the Cambridgeshire and Peterborough region account for almost 25% of the population. It is impossible to make blanket statements about these towns – some are thriving (particularly those with easier connection to Cambridge), while others are struggling. The fens must also be considered as one of the UK’s greatest natural assets with a rich wetland ecosystem which affords great leisure opportunities. We argue that the value of this natural capital must not be overlooked.

The fens are, however, in some ways the most challenged economically... Many market towns have lost their former glory and struggle to attract or retain young people. The development of the knowledge economy, with its high premium on proximity and agglomeration, has left rural communities struggling to maintain distinctive high-value industries. Steep reductions in the price of agricultural output have led to consolidation among farming businesses. Much of the need for low-cost labour has been met by migrants, leaving business with a challenge as Brexit looms. We urge businesses in the fens to tackle low labour productivity by investing in the skills of their workers. There is immense potential for the fens to be renowned as the apex of British agricultural production and for an attractive way of life in thriving market towns”.

The full version of the CPIER report can be found from the following website link:

<https://www.cpier.org.uk/final-report/>

2.2.2 Economic Activity and Employment

A large amount of the data below was produced for the business case for Wisbech Rail Reconnection⁴. Gross Value Added GVA is a measure of an area’s economic productivity, the contribution it makes to the

³ 2011 census

⁴ Wisbech Rail Full Business Case Final

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1969/Committee/67/SelectedTab/Documents/Default.aspx>

economy. The Fenland district accounts for 12% of the CPCA area's total population but 8% of its employee jobs. Fenland is behind Cambridge, Peterborough and the wider CPCA area in its contribution to the CPCA's overall GVA and GVA per capital (per person).

Table 1: Key economic indicators

	Fenland	Cambridge	South Cambridgeshire	Peterborough	CPCA	East	UK
Population, 000s, 2017	100.8	124.9	156.7	198.9	847.2	6,168.4	66,040.2
Employees, 000s, 2017	36.0	104.2	84.9	116.5	447.0	2,756.0	27,062.0*
GVA, £m, 2016	£2,288	£5,127	£4,591	£5,439	£23,743	£147,384	£1,729,092
Economic activity rate (16-64 population), %, 2018	80.0%	79.5%	85.5%	79.3%	82.2%	80.8%	78.3%
GVA per capita, £, 2016	£22,837	£38,900	£29,343	£27,595	£27,965	£24,041	£26,339
GVA per filled job, £, 2017	£52,587**	£52,587**	£52,587**	£45,528	£50,775	£50,398	£54,330
Resident median annual pay, £, 2018	£27,755	£33,173	£37,411	£25,301	£30,859	£31,033	£29,574
Workplace median annual pay, £, 2018	£21,900	£33,199	£35,349	£27,238	£28,704	£29,128	£29,574

Source: Population Estimates 2017, Annual Population Survey (APS) 2018, Business Register and Employment Survey (BRES) 2017, Annual Survey of Hours and Earnings 2018, Regional gross value added (balanced) by local authority in the UK, Regional gross value added (balanced) by Combined Authority in the UK, Sub regional productivity: labour productivity indices by UK NUTS2 and NUTS3 subregions, all ONS. *Data for UK. **Data for Cambridgeshire County Council.

Source: Table 2.1 Wisbech Rail Full Business Case page 34

As set out in the Cambridgeshire and Peterborough Economic Review (CPEIR) report there are some wider factors linked to GVA as follows:

- there is a £200 gap between mean weekly salary in Fenland and the South of Cambridgeshire
- Wholesale and distribution make up 33% of Fenland turnover
- Agri-tech makes up around 17% of Fenland turnover

The above information is an indication of lower pay and employment sectors with high accessibility requirements.

Lower incomes and economic inactivity can lead to poorer accessibility. The cost of public transport is raised as an issue by local people. From local survey work we also know that many people walk or cycle long distances to employment where cost is a factor. In some cases a larger than average proportion of household income is used to purchase and support the costs of operating a car, due to the rural nature of Fenland.

2.2.3 Education

Compared with other areas in Cambridgeshire and Peterborough educational attainment is lower in Fenland and people of working age are also less likely to be in employment.

- The Fenland GCSE grade A* - C level for Maths and English is 52.2% statistically significantly worse than found nationally.⁵

⁵ Cambs Insight JSNA Core Data Report Fenland Summary 2018 <https://cambridgeshireinsight.org.uk/jsna/published-joint-strategic-needs-assessments/>

- 31% of the working age population in Fenland have no qualifications⁶

Low educational attainment can limit access to employment and therefore impact on accessibility due to lower income. Employment may be available, but a person is unable to travel to and from the work if their lower income affects their ability to travel due to cost.

2.2.4 Demographics

All the information below was provided from the Cambridgeshire County Council's Research Group. The Group produced population and dwelling stock (homes) forecasts for Cambridgeshire and Peterborough the ones below are forecasts from 2018, the latest available⁷.

Fenland's population was 98,262 at the 2011 census, with the 2019 estimate being 101,850. This is forecast to increase to 116,900 in 2036 a 19% increase see Figure 2 below. It can be seen the most significant growth is forecast to be in ages groups 65 and upwards. This is something which needs to be considered and accounted for from an accessibility viewpoint.

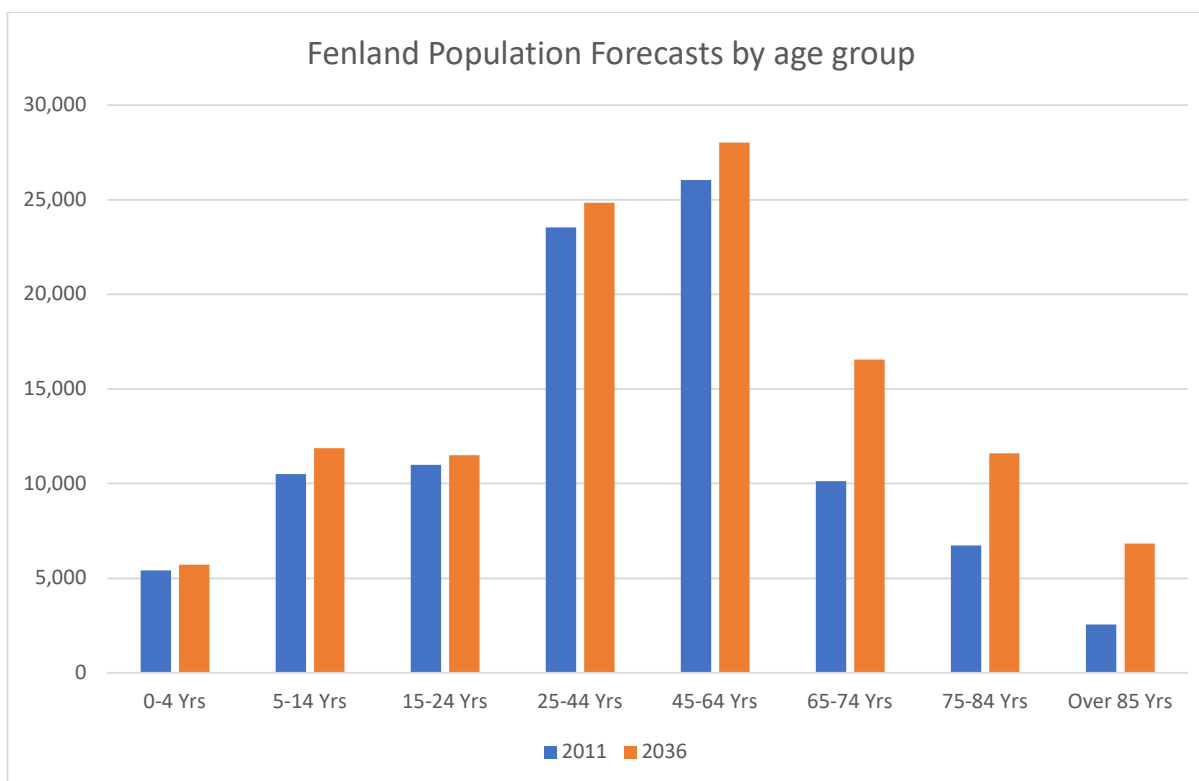


Figure 2: Fenland Population Forecasts by age group 2011 and 2036

⁶ Cambs Insight Socio Economic Report 2011 <https://cambridgeshireinsight.org.uk/wp-content/uploads/2017/10/Fenland-District-Report-2011.pdf>

⁷ Population and Dwelling Forecasts 2018 <https://data.cambridgeshireinsight.org.uk/dataset/2018-based-population-and-dwelling-stock-forecasts-cambridgeshire-and-peterborough>

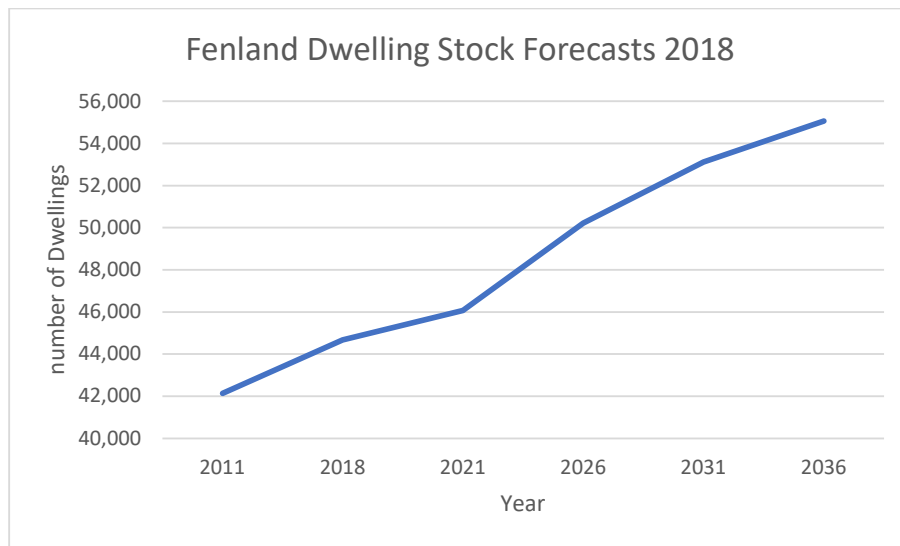


Figure 3: Fenland Dwelling Stock Forecasts

Source <https://data.cambridgeshireinsight.org.uk/dataset/2018-based-population-and-dwelling-stock-forecasts-cambridgeshire-and-peterborough>

Figure 3 above shows the forecast increases in dwelling stock across the district from 2011 to 2036. Between 2021 and 2036 there is a forecast increase of nearly 9,000 dwellings or nearly 600 additional dwellings per year.

2.2.5 Deprivation

The main measure of deprivation is the Index of Multiple Deprivation (IMD)⁸. This is the official measure of relative deprivation in England and it encompasses a wide range of an individual's living conditions. The 2019 IMD is based on 39 separate indicators from within seven distinct domains of deprivation which are combined and weighted. The seven domains are:

- income;
- employment;
- health deprivation and disability
- education, skills training;
- crime;
- barriers to housing and services;
- living environment.

The Office for National Statistics breaks down the country into areas known as Output Areas to assist with data analysis⁹. The smallest classification of these is Lower Super Output Area (LSOAs). The IMD data shows that Fenland has 12 (out of a total of 55 in Fenland) in the 20% most deprived nationally. Within Fenland there are pronounced clusters of people experiencing multiple sources of deprivation in and around both Wisbech and March.

Life expectancy is lower in Fenland. There are higher than average levels of physical inactivity in adults and emergency stays in hospital.

⁸ The English Indices of Deprivation 2019

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3190/accessibility-planning-evaluation-report.pdf

⁹[https://www.ons.gov.uk/methodology/geography/ukgeographies/censusgeography#:~:text=Output%20areas%20\(OA\)%20were%20created,UK%20at%20the%202001%20Census.](https://www.ons.gov.uk/methodology/geography/ukgeographies/censusgeography#:~:text=Output%20areas%20(OA)%20were%20created,UK%20at%20the%202001%20Census.)

Figures 4 and 5 below all show the IMD deprivation across Fenland in comparison to the wider area of Cambridgeshire and Peterborough. They also provide a comparison between the data from 2015 and 2019. The areas in red are the most deprived with the least deprived in blue. Further information about the housing and services domain which specifically includes access can be found in Chapter 3.

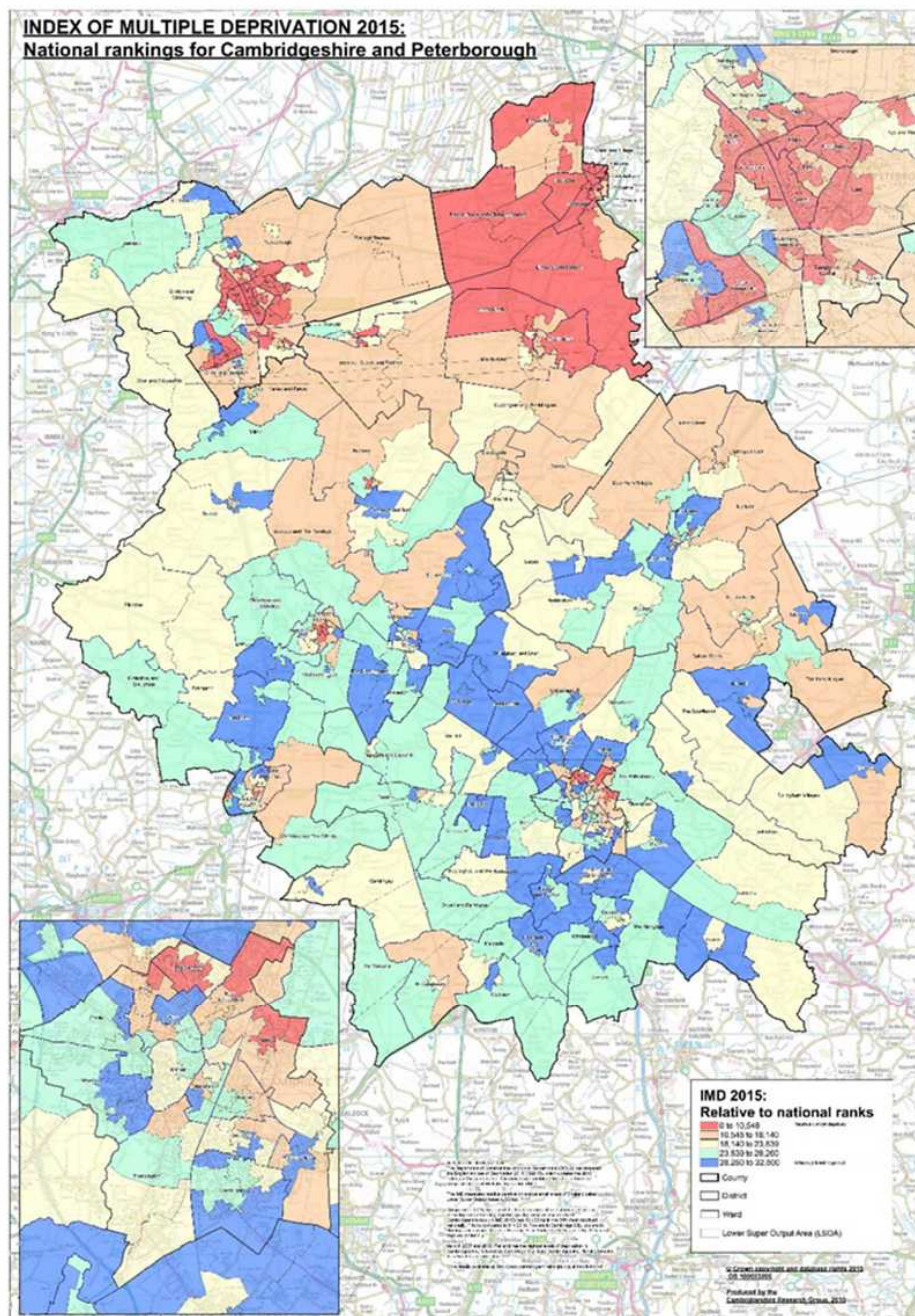


Figure 4 – IMD 2015 Rankings for Peterborough and Cambridgeshire
 Source: Cambridgeshire Insight Open Data - <https://data.cambridgeshireinsight.org.uk/>

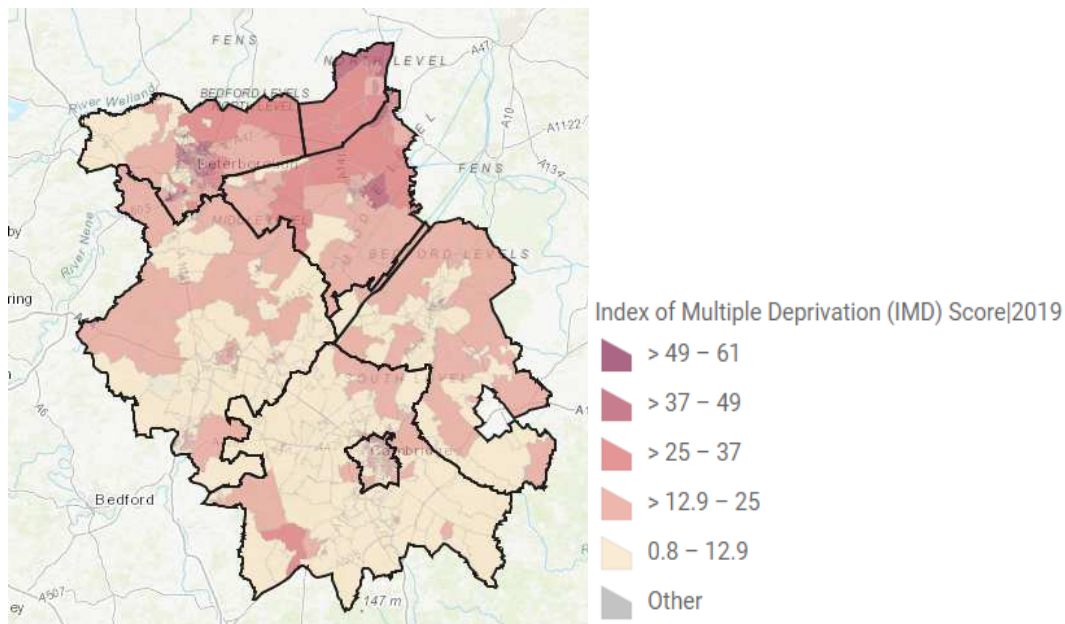


Figure 5: Index of Multiple Deprivation 2019. Source: English Indices of Deprivation- Ministry of Housing, Communities and Local Government

Source: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

2.3 Bus services and bus service network changes

Bus services have been in decline in Fenland. This is due to a variety of factors including commercial viability of operating bus services in rural areas and a reduction in funding available to support bus services. This creates a cycle of reducing bus use and services. With fewer services they are less attractive for passengers and with fewer passengers there is less revenue to support services.

Bus services have become more expensive since 1987 when compared to both rail and motoring (see Figure 5). It should be noted that this includes coach fares which see seasonal trends for price increases in the summer and December which has contributed to some increases when local bus fares have remained fairly constant.

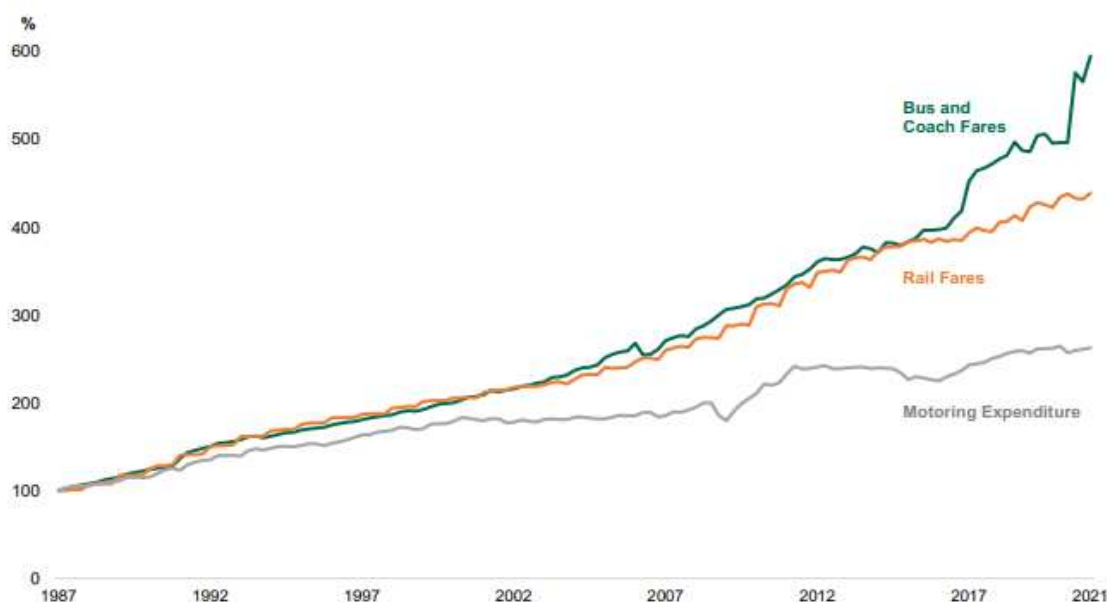


Figure 4: Retail Price Index for bus and coach fares, rail fares and motoring expenditure, UK quarterly since March 1987
Source Chart
13https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1030718/annual-bus-statistics-year-ending-march-2021.pdf

Between 2006 and 2019 there has been 2 or 3 changes of ownership of the main bus company serving Fenland District, this has resulted in ongoing timetable changes and reduced frequency. Since around 2015 some services have been considered no longer commercially viable. Stretched County Council budgets have been finding funds for short periods of time to subsidise some essential services. There is limited confidence in the network due to timetable changes and uncertainty around whether services will continue in future. Local people are concerned and in some cases are having real difficulty accessing work and education. The table below shows some examples of service changes.

Table 2: Bus Service Changes

Place	Bus Service in 2010	Bus Service in 2021	Comments
Chatteris	Services to Cambridge were direct and hourly.	No direct services to Cambridge, change at Ely or St Ives. V2 bus service every 2 hours operates between	Continuous concerns being raised by the Town Council and by residents.
	Services to Peterborough were direct but irregular throughout the day.	March- Chatteris and St Ives and change to busway service A/B. Services to Ely less than 2 hourly.	Access to employment and education are regularly raised as an issue.
	Services to Huntingdon direct	Only 2 direct services to Peterborough for commuting. For most journeys change at March. Services to March less than 2 hourly. See below.	

Place	Bus Service in 2010	Bus Service in 2021	Comments
		Services to Huntingdon direct, every 2 hours. Only 1 per day to the railway stn.	
March	Services to Cambridge - see Chatteris above. Services to Peterborough are 2 hourly direct. They include the former March Town service, so the journey is long.	Services to Cambridge - see Chatteris above. Services remain unchanged from 2010 but are not competitive. See comments section	The journey to Peterborough is approx. 1hour 20 minutes against 35 minutes by train.
Murrow	Weekly service to Peterborough on Wednesdays Regular service to March and Wisbech including links at Guyhirn for the X1 to Peterborough.	Thursday shopper service to Wisbech. 1 journey each way.	There have been changes to Murrow bus service include increased frequencies of service but each time services have been reduced due to low demand.
Parson Drove	Weekly service to Peterborough on Wednesdays Service into Wisbech Monday – Saturday. Around 4 journeys each way per day.	As Murrow above.	The loss of a regular weekday bus service coincided with increases in the use of community transport.

2.4 Bus Trips

A brief review of the national context shows that bus passenger journeys have been in decline since around 2014/15 see Figure 5. There was a sharp drop in journeys in 2020/21 due to the Covid-19 pandemic. It should be noted that approximately half of bus journeys in England take place in London.

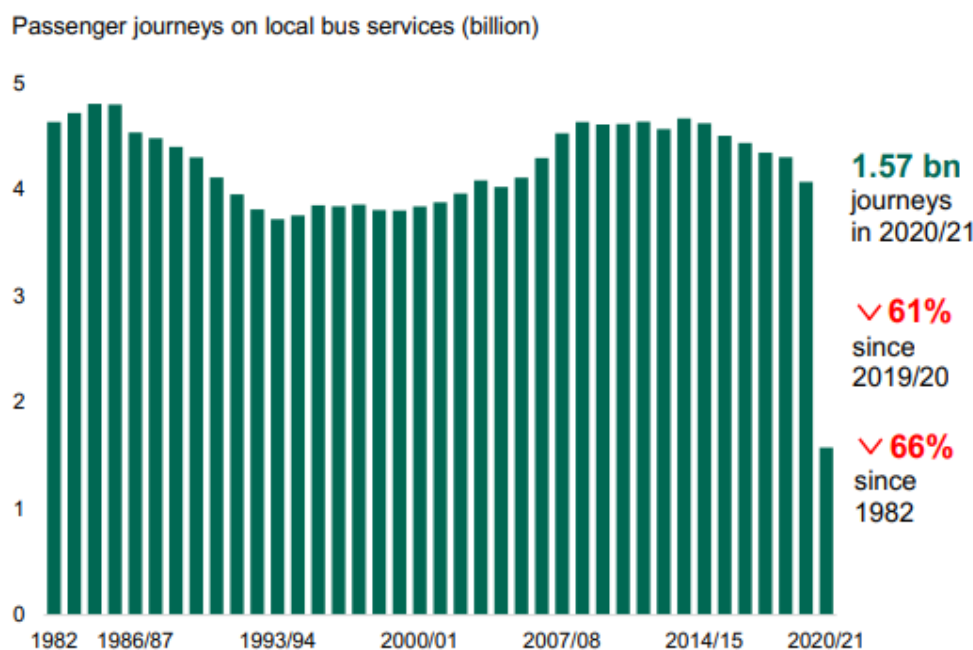


Figure 5: Local bus passenger journeys in England, 1982 to 2020/21 Source: Chart 3
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1030718/annual-bus-statistics-year-ending-march-2021.pdf

The most relevant information available is the Cambridgeshire bus patronage information that used to be reported at National Indicator 177 Local bus passenger journeys originating in the authority area.

Taken from the County Council Corporate Performance Report 2019-20 Quarter 3¹⁰ it states that:

“Bus patronage is a key outcome of the partnerships between local authorities and bus operators, which together play an important role in delivering better local transport services and are supported by public funding.

This indicator measures the total number of local bus passenger journeys originating in the authority area each year. Local bus services are defined for the purposes of this indicator as those using one or more public service vehicles for the carriage of passengers by road at separate fares where the stopping places, or journey length, are less than 15 miles (24 kilometres) apart.

There were 17.48 million bus passenger journeys originating in Cambridgeshire in 2018-19. This represents an increase of 1.1 % from 2017-18, but a decrease of 6.6% from 2016-17; this general pattern of a fall in journeys can be attributed to a cut in bus services in the county and also a general pattern nationally of people using public transport less. The slight increase from 2017-18 may be due to the removal of parking charges for passengers using the park and ride services.

¹⁰ <https://www.cambridgeshire.gov.uk/asset-library/Performance-indicators-Q3-2019-2020.pdf>

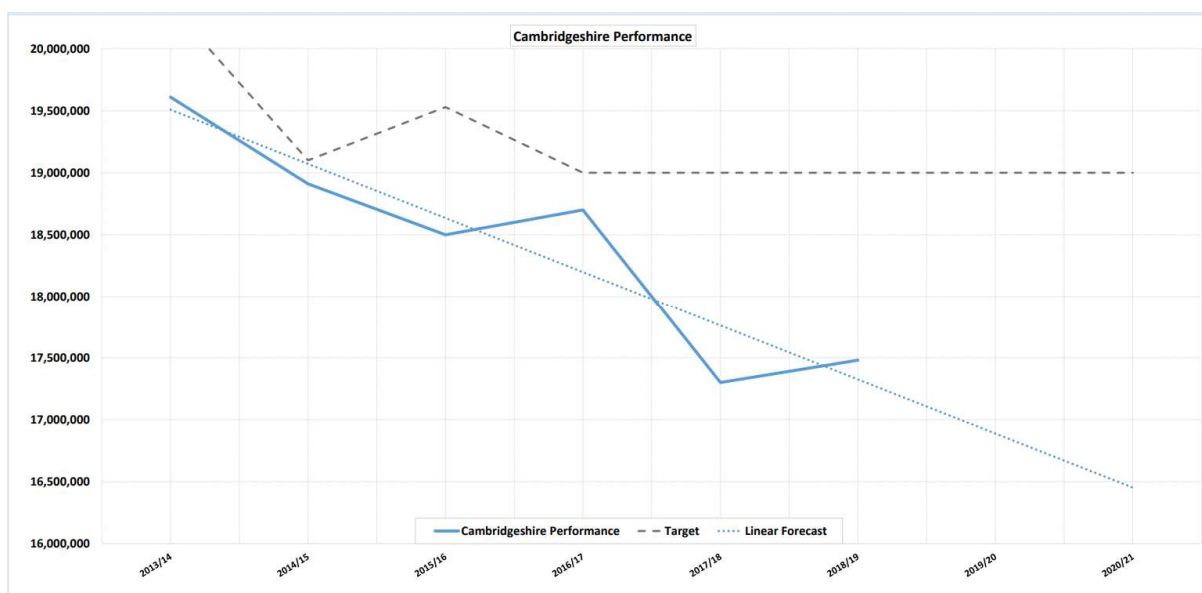


Figure 6: Bus Patronage in Cambridgeshire Source: Corporate Performance Report 2019-20 Quarter 3¹¹

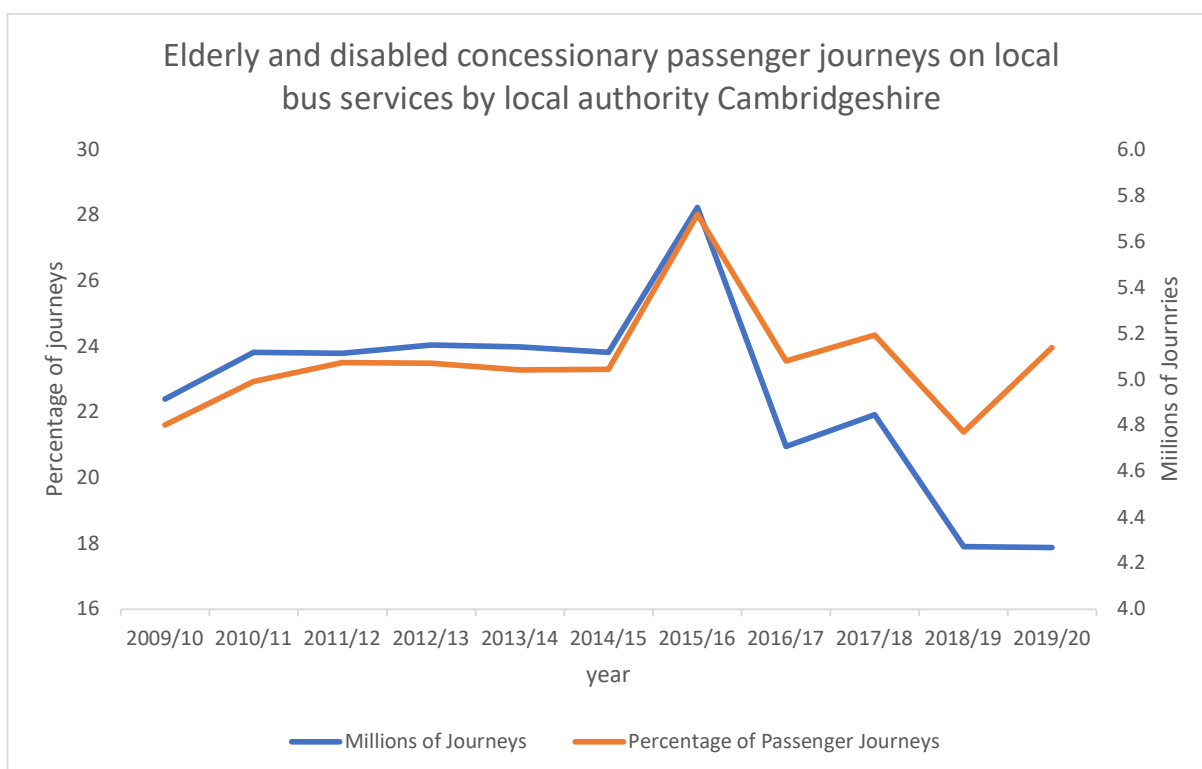


Figure 7: Concessionary passenger Journeys in Cambridgeshire

Source: <https://www.gov.uk/government/statistical-data-sets/bus01-local-bus-passenger-journeys>

There are several aspects to note regarding concessionary fares in a Fenland context. Many people are eligible for a concessionary bus pass but not all of them can use them due to the availability or ability to access bus services across the district. Looking at Figure 7 it is likely that the decline in concessionary fare use on local bus services is linked to a decline in bus services across Fenland. Concessionary fares pass use on dial-a-ride services is different across Cambridgeshire dependent on the district you are in. Within

¹¹ <https://www.cambridgeshire.gov.uk/asset-library/Performance-indicators-Q3-2019-2020.pdf>

Fenland concessionary fare passes can be used to pay completely for a dial a ride service with the County Council paying half the fare and the other half being covered by Fenland District Council.

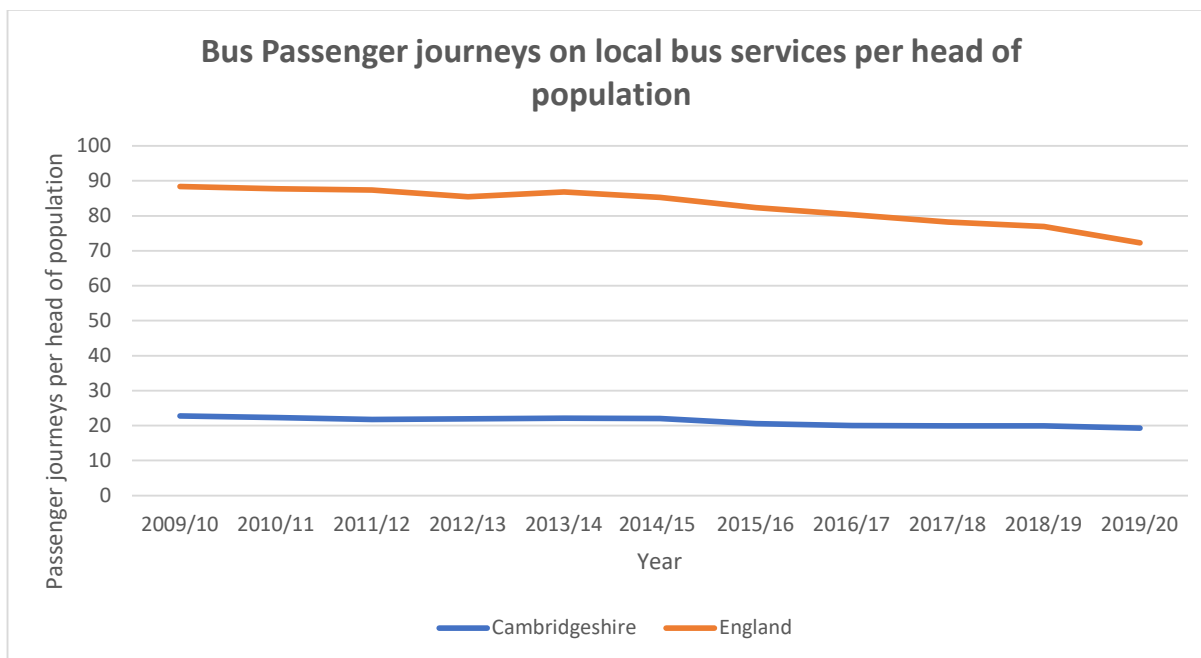


Figure 8: Bus Passenger Journeys on Local Bus service per head of population

source: <https://www.gov.uk/government/statistical-data-sets/bus01-local-bus-passenger-journeys>

Figure 8 shows that the number of bus journeys per head of population are a lot lower in Cambridgeshire when compared to the English average. There is a slight decline for both England and Cambridgeshire, but this is more pronounced in the former.

2.5 Community Transport

2.5.1 Dial a Ride

Limited and infrequent bus services across much of Fenland along with an aging demographic has generated a strong reliance on dial-a-ride services. Information in Figure 9 and Figure 10 show passenger numbers for dial-a-ride over the course of the last decade.

Dial-a-Ride “is a pre-bookable scheduled service operating throughout the Fenland Area currently five days a week, providing a door-to-door service for individual people unable to utilise conventional public transport services. You must be a member of Fenland Association for Community Transport (FACT) to use this service. This service is based on a timetable/route and users holding a valid Cambridgeshire County Council bus pass can travel for free.”¹² Dial-a-Ride services need to be booked in advance and the booking must be made before 3pm before the day of travel.

Dial-a-Ride services operate across Fenland. More information about services and timetables are available on the FACT website- [fact-cambs.co.uk](http://www.fact-cambs.co.uk) FACT Community Transport also operate group hire services and dial a car to enable more specific journeys to take place that meet the needs of specific groups (young people’s organisation, local club or society) or for an individual. E.g. hospital appointment.

¹² <http://www.fact-cambs.co.uk/>

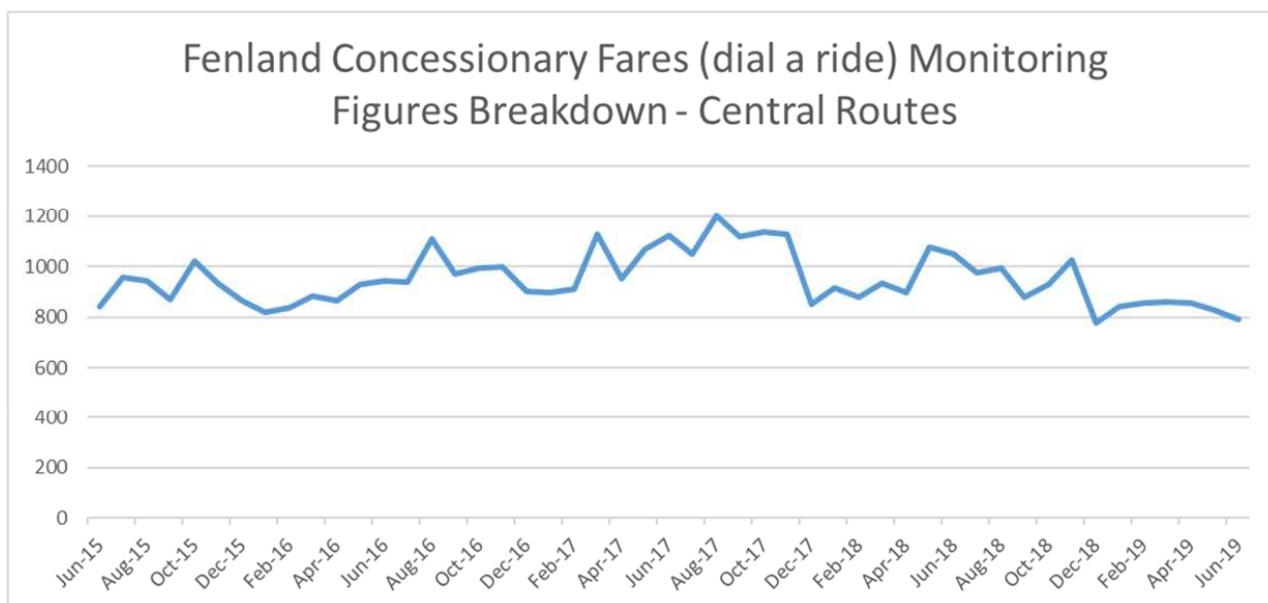


Figure 9: Fenland Concessionary Fares (dial a ride) Monitoring Figures Breakdown for Central Routes, covering Welney, Christchurch, Manea, March, Chatteris, Doddington and Wimblington

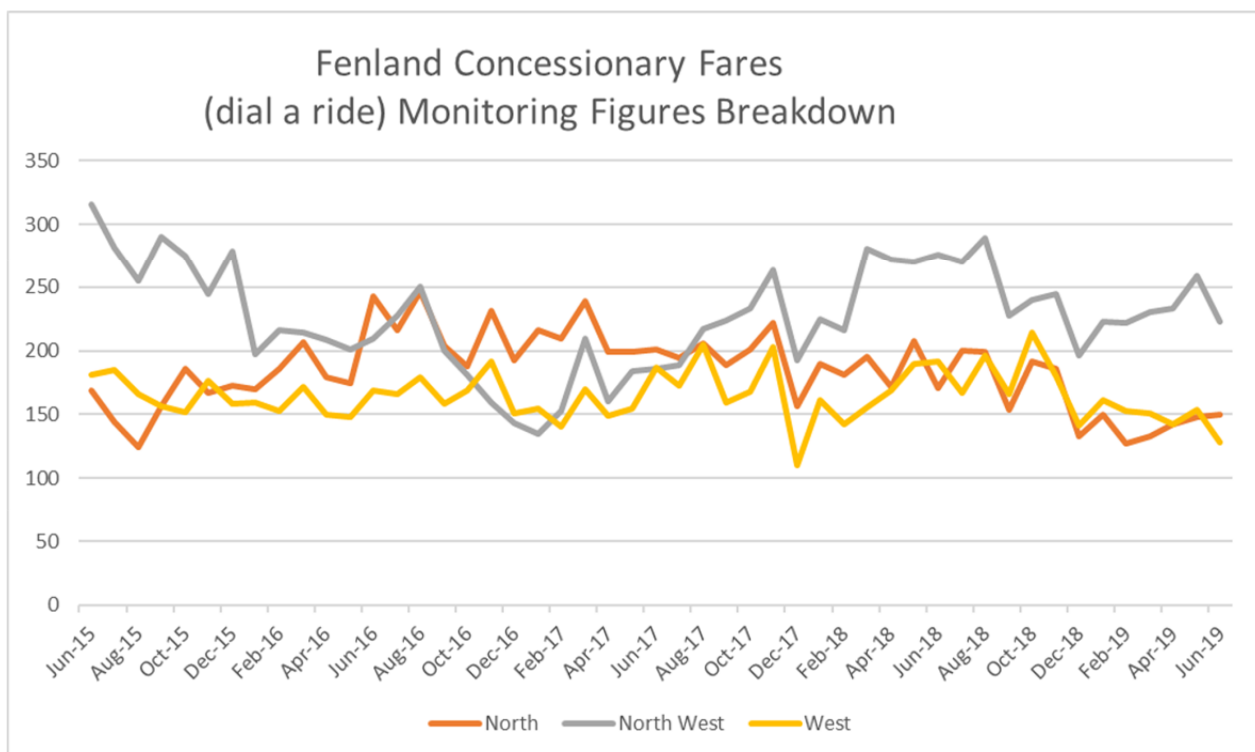


Figure 10: Fenland Concessionary Fares (dial a ride) for:
 North routes (Walsoken, Wisbech, Walpole Highway, Elm, Emneth, Friday Bridge, Tydd St Giles)
 West routes (Benwick, Turves, Coates, Eastrea, Whittlesey)
 North West routes (Murry, Parson Drove, Gorefield, Leverington, Wisbech St Mary, Guyhirn, Newton)

The data shows that for Central routes, there has been a slight uptake on dial-a-ride journeys over the course of the decade, with the vast majority of users alighting in March. The North West and West routes

have largely retained a similar level of patronage over the decade, with the North route reporting a dip in patronage in 2019 compared to the start of the decade.

2.5.2 Community Car Scheme

There are several community car schemes that operate across Fenland. Combined, these schemes provide coverage across the whole of Fenland. The details of these schemes are available online at <https://www.fenland.gov.uk/communitytransport>. Community car schemes are for those who have difficulty using public transport or have no access to public transport. They offer a pre-booked door-to-door service for people who have no other way to make essential medical or social trips. Schemes are run by volunteers, and passengers pay toward the cost of their journey. Trips depend on driver availability and passengers are asked to book with as much notice as possible.

Community car scheme journeys are particularly suitable for people who need to travel for a specific appointment time. Due to the limited availability, it is often difficult to get to a medical appointment by public transport. The benefit of a car scheme journey is that you can be taken door to door and drivers will usually wait for you so there is no delay once an appointment is finished.

Community car schemes were originally designed for short essential journeys. Over time however, there has become a greater reliance on these schemes, especially for longer journeys. NHS policies relating to patient services at specialist centres, freedom of choice in respect of hospitals and tightening criteria for eligibility of patient transport (NHS provided transport for appointments) are having a significant impact. The NHS has no legal requirement to get a patient to a medical appointment.

The impact of these policies means that volunteer drivers are making longer journeys to assist people. For each session they are available they are assisting fewer people due to the length of journey. Fewer volunteer drivers want to travel further afield which also creates difficulties.

Figure 11 shows the change in community car scheme use across four districts in Cambridgeshire. Although there has been a slight decline in the number of journeys in Fenland, there is an ever-increasing reliance on this scheme. Figure 12 shows that over time there has been an increase in trips made for medical journeys and hospital journeys, highlighting the importance of these schemes.

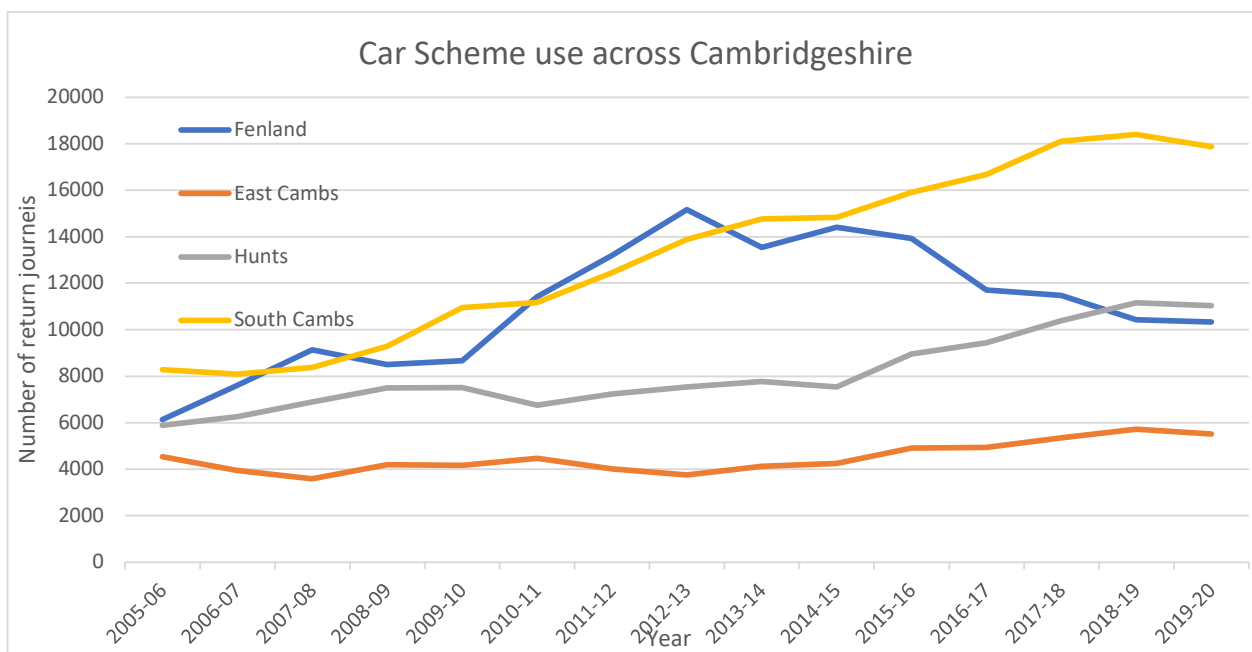


Figure 11: Car Scheme use across Cambridgeshire over time

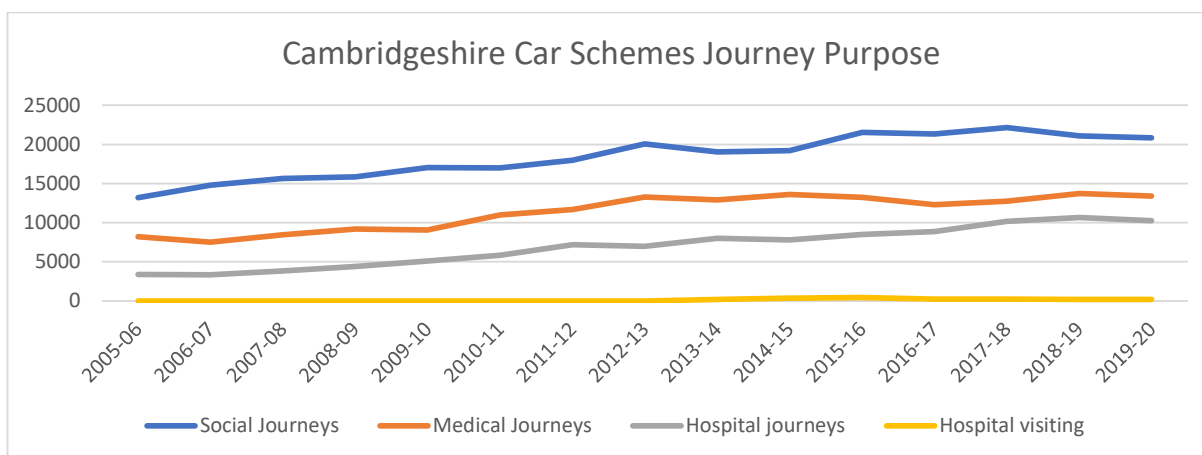


Figure 12 Cambridgeshire Car Schemes by Journey Purpose

Hospital Journeys are trips to hospital appointments,
Hospital visiting are trips to visit somebody in hospital

2.6 Railway Journeys

The following details estimates of rail patronage to and from stations in Cambridgeshire from data on station entries and exits collected by the Office of Rail and Road (ORR)¹³. The 2018/19 data, published in January 2020, shows continued growth in rail use to and from most stations in the county.

Use of stations in Cambridgeshire and Peterborough grew by 3.9% from 2017/18. There was a 1.4% increase in entries and exits at the three Fenland stations (March, Whittlesea and Manea).

Rail use from March slightly increased, and Whittlesea saw a small decline in patronage. However, the strong growth in rail use from Manea following the introduction of the regular two-hourly stopping service in 2015/16 has continued, with a 19.2% increase in entries and exits from 2017/18 to 2018/19. Rail use from Manea station has grown by over 400% in the past five years.

¹³ <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>



Figure 13: Rail Trips in Fenland 1997 to 2019

2.6.1 Railway Journeys and Covid-19

The impact of the Covid-19 pandemic and travel restrictions have had a major impact on rail travel and people's attitudes towards it. The Department for Transport (DfT) have been carrying out research into this through a programme called All change, Travel tracker these reports are available online¹⁴. DfT have also conducted research into people's confidence in using public transport during the Covid-19 pandemic¹⁵. This research found, "there was no substantial evidence for modal shift for commuters – instead simply lessening the use of transport."

Looking at passenger rail journeys: "A total of 182 million rail passenger journeys were made in Great Britain in 2021-22 Q1. This is more than five times the 35 million journeys made in 2020-21 Q1 when travel restrictions were most severe and the most journeys since the start of 2020-21. Nevertheless, usage remains considerably lower than before the pandemic with the 182 million journeys this quarter equating to 41.6% of the 437 million journeys made in the same quarter two years ago (2019-20 Q1)."¹⁶

Looking at station usage figures from the annual estimates of the number of entries/exits Table 3 shows that use of the three Fenland stations fell by approximately 77% between 2019-20 and 2020-21. Figures are not available for 2021-22 yet so it cannot be seen if entries/exits have increased following the lifting of travel restrictions related to Covid-19.

¹⁴ <https://www.gov.uk/government/publications/covid-19-travel-behaviour-during-the-lockdown?>

¹⁵ <https://www.gov.uk/government/publications/confidence-in-using-public-transport-during-coronavirus-covid-19>

¹⁶ <https://dataportal.orr.gov.uk/media/2010/passenger-rail-usage-2021-22-q1.pdf>

Station name	2020-21 Entries and exits - TOTAL	2019-20 Entries and exits - TOTAL	Change %
March	87,832	385,956	-77%
Whittlesea	8,026	35,230	-77%
Manea	3,910	18,834	-79%

Table 3 Estimates of Station usage in Fenland Source: Office of Road and Rail¹⁷

¹⁷ <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

Chapter 3 Baseline 2006 Accessibility Research

Between 2004 and 2006 there was significant new thinking from Government concerning deprivation and access. This led to new government guidance and new approaches. For the first time in any detail, transport policy would have a significant focus on access. Local Transport and Highway Authorities were required to have accessibility proposals. As the first of its kind this provided a baseline of the then current picture. It also enabled us to monitor progress over time. Please also refer to section 122.2.5 as it details the process as to how deprivation was being measured.

3.1 Accessibility and Index of Multiple Deprivation 2004

In 2004, the first Index of Multiple Deprivation (IMD) was published, this is the baseline information for the IMD. The 2004 IDM contained seven domains of deprivation, (income, employment, health and disability, education skills and training, barriers to housing and services, living environment, and crime. The housing domain includes accessibility. Below are figures showing a comparison with the rest of Cambridgeshire. For Fenland this shows that a significant proportion of the district is in the bottom and lower quartiles for this domain. This is signified by the red colour on each map. It shows that compared with the rest of Cambridgeshire there is significant deprivation in Fenland.

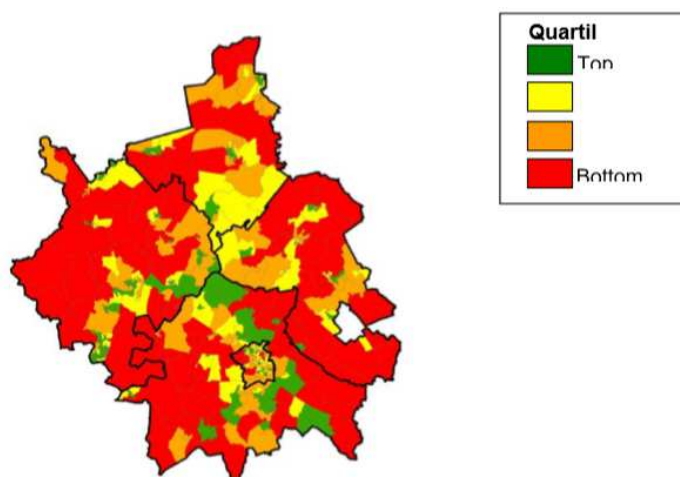


Figure 14: Barriers to housing and services domain demographic in Cambridgeshire in 2007

- Large areas of the county are in the bottom quartile due to the distances they are from services such as GP practices, shops and Post Offices.
- The rural character and sparse nature of the district means that access to services is an issue for many residents.
- A significantly lower proportion of Fenland residents have access to a car or van, in comparison with other districts in Cambridgeshire.

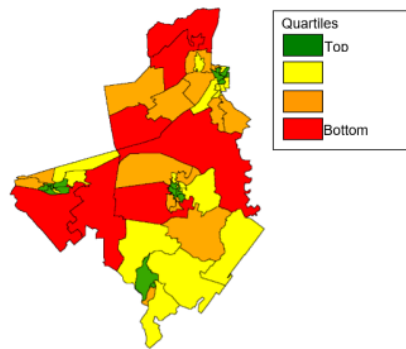


Figure 15: Housing domain demographic for Fenland in 2007

- Housing and access to services are the second worst domain for Fenland. The most deprived is health and education
- Within the county, Fenland is the fourth worst district in terms of the housing domain IMD

The Transport Issues in Fenland Evidence Base Report (2007) considers transport, deprivation and age issues. Using the Index of Multiple Deprivation (IMD) 2004 Parson Drove and Wisbech St Mary, Elm and Christchurch and Roman Bank are the most deprived in relation to access to services. All of these wards are in the top 5% nationally for this barrier. As these wards are more rural in terms of their location, public transport is also more limited.

Section 4.2.5 of this report provided further IMD data but this time from 2019. It should be noted that compared with the 2004 and 2007 data the high levels of deprivation remain.

3.2 2006 Accessibility National Context

In February 2003 the then Office of the Deputy Prime Minister (ODPM) Social Exclusion Unit published its report *Making the Connections: Final Report on Transport and Social Exclusion*. A full copy of this report can be found at

https://www.ilo.org/wcmsp5/groups/public/---ed_emp/---emp_policy/---invest/documents/publication/wcms_asist_8210.pdf

This report identified key problems such as access to work, education, healthcare and food shopping, particularly if you do not have access to a car. The report focussed on changes over the previous 50 years creating a circumstance whereby people must travel further to access essential services and the impact of increased car use has on non-car owners. The report highlighted the need for a new strategy, policy changes and a new local authority-led approach to accessibility planning through LTPs.

In 2005 DfT produced Accessibility Planning Guidance for Local Authorities. The guidance sought to set out a cross-Government strategy for improving access to the services with the greatest impact on life opportunities- jobs, health care, learning, and food shops. Each Accessibility strategy was expected to include the following aspects:

- Be set in the context of the wider vision and objectives for that area

- Aim to improve accessibility for all, but particularly for disadvantaged groups and communities Focus on accessibility to employment, learning, health care and food shops together with other services and opportunities of local importance e.g. leisure facilities
- Set out accessibility priorities within the five-year period
- Provide targets for improving accessibility, with clear linkages to wider strategy, and key areas of deliver
- Include a series of more detailed local accessibility action plans
- Show how accessibility considerations are to be incorporated into wider policy and scheme development and delivery in transport, land-use planning and non-transport schemes.

A full copy of the Accessibility Planning Guidance can be found on the National Archives website at: https://webarchive.nationalarchives.gov.uk/20110720231329/http://www2.dft.gov.uk/pgr/regional/ltp/accessibility/guidance/gap/accessibilityplanningguidanc3633_page_4-.html?page=4

3.3 LTP1 – Cambridgeshire Accessibility Strategy

As defined by national guidance (see above) a strategy for accessibility was developed as part of LTP1 2006 – 2011. An initial stage of the process was mapping showing the potential or limitation of access to key services. The mapping and wider evidence-based work was finalised in 2005 with a report titled *Moving People? Moving services? Moving Stories!*

A county-wide accessibility workshop was held in 2005 during which it was agreed that the 9 least accessible wards in Cambridgeshire should form part of the Accessibility Action Plans. For Fenland this included Parson Drove and Wisbech St Mary (specifically the village of Murrow) and Manea. For each of these areas a more detailed assessment was undertaken, and an action plan developed. This plan included recommendations on public transport, access to health services, the need for case studies and questionnaires from residents and cost of transport information. The need for more flexible rail ticketing was highlighted.

3.4 Accessibility Fenland Local Context, Research in Murrow and Manea 2006

The villages of Murrow and Manea were identified as the least accessible places in Fenland. Additional accessibility research was required in both places. This led to the Murrow Transport Project and a working group project with young people in Manea. Both projects focused heavily on survey work and obtaining the views of local people. Access to education and transport issues for young people was a key consideration. Action plans were developed, and they formed part of the Action Plan within the LTP1 Accessibility Strategy. The Action Plans contained the schemes/projects that were going to assist with the delivery of the LTP1 strategy.

For Murrow, The Fenland Transport and Access Group (TAG) completed significant work with local bus companies to ensure that there was a regular service from the village to Wisbech. Significant work was undertaken to produce local timetables. Volunteers and Local Councillors distributed information around the village and contacted people whom they knew would benefit from the service. Despite this, within months of a new bus service commencing it was being withdrawn or amended due to a limited use. Due to the fact that there are people with access needs in Murrow, the level of use of the dial-a-ride service remains high compared to other villages. Concerns were raised about young people being trapped within their village and unable to socialise with friends outside of school. Attempts to establish a youth bus project enabling young people to travel in the evenings and at weekends were unsuccessful as we were unable to appoint a scheme co-ordinator.

For Manea, attempts to amend and improve the bus service have been limited. Changes of bus company ownership have typically come with a reduced service to and from Manea. Attempts to set up a Youth Bus project enabling young people to travel as a group of friends was sadly unsuccessful. Work with Manea Youth Club to offer training for the young people in how to use the project and book the bus was well attended but despite one group trip, this service was heavily promoted but the project was withdrawn due to a lack of use. The biggest transport change however was at the end of 2013. Manea has a railway station and Greater Anglia made the decision to introduce their 2-hourly service at Manea Station, Monday to Saturday. From May 2020, the Sunday service also stopped every 2 hours at Manea. Use of Manea Station has gone from around 3,000 journeys per year to just under 16,000 a year in 2018/19. As Manea now has a train service 7 days a week from early morning to well into the evening, outside of the market towns it is probably the most accessible place in Fenland now for the majority of users.

The above projects highlight the challenges of trying to deliver regular and affordable public transport in a rural area. The bus service research also highlighted that even where residents were stating additional services were badly needed, these comments didn't translate to bus use when additional services became available. This initial accessibility research was completed several years ago, Chapter 6 will bring the research up to date and provide a comparison on both sets of data.

Chapter 4 Accessibility Research and local evidence 2006 - 2020

After the initial accessibility work was carried out in 2006 (as detailed in Chapter 3 above) there was a need to carry out further research as the accessibility situation can change over time. This can be due to a range of factors including demographic, social economic factors and changes to transport services. The below summarises work carried out from 2006 to 2020. Chapter 5 provides detail on how the latest accessibility work was carried out.

The topics covered in this section are:

- Joint Strategic Needs Assessment which investigated transport and health in three areas: access to transport, active transport and air pollution
- Bus service reductions and their impacts on accessibility
- The formation of the Fenland Transport Access Group (TAG)
- The impact of Covid-19 pandemic
- Devolution and the way forward for bus policy and strategy.

4.1 Joint Strategic Needs Assessment (JSNA) Transport and Health

Accessibility mapping completed more recently in 2015 showed a more up to date but worse accessibility situation when compared with the period between 2004 and 2006. The County Council Public Health Team completed a Joint Strategic Needs Assessment (JSNA) on transport and health. The main research as part of this JSNA is broken into three sections– access to transport, active transport, and air pollution. A summary document is also available. Access to these reports can be found from the following website links:

Transport and Health JSNA summary Document: <http://cambridgeshireinsight.org.uk/wp-content/uploads/2017/08/Transport-and-Health-JSNA-2015.pdf>

Transport and Health JSNA full report: <https://cambridgeshireinsight.org.uk/jsna/published-joint-strategic-needs-assessments/>

An important quote from the Access to Transport JSNA is as follows:

“Transport barriers are not experienced equally through the population. Factors that may make people vulnerable to transport barriers include:

- Those who may be socially excluded (or in lower socioeconomic groups).
- Those living in rural areas.
- Those without cars or stopping driving.
- Those lacking the knowledge or skills and confidence to use available modes of transport.”

Key issues raised in the Access to Transport JSNA are as follows:

- There is strong evidence linking an absence of transport and increased levels of social isolation
- Problems with transport provision and the location of services can reinforce social exclusion
- People living in villages and dispersed areas travel 10,000 miles per year on average compared with 6,400 miles per year in urban areas
- On average household transport expenditure accounts for 17.7% of total expenditure for rural residents compared with 14.5% for urban residents

Community transport has expanded due to cutbacks in mainstream transport and a reduced commitment by the health service to provide non-emergency patient transport

Specific data and information relating to Fenland includes:

- Much of the Fenland area has long travel times to accident and emergency, with over 90-minute journeys
- There are high numbers of people in Fenland with a limiting long-term illness that have no access to a car and reliant on public transport
- The JSNA report considered a range of matters to assess the impact of access to health care in wards across Cambridgeshire. Three wards in Wisbech (Hill, Medworth and Waterlees) and March East were in the top 10 worst affected wards in Cambridgeshire
- In 2010 Peterborough Hospital moved to a new location away from the City Centre. Survey work linked to the JSNA has shown that 43% of residents in Whittlesey found it difficult, very difficult or impossible to access the hospital in its new location

Through the JSNA process stakeholders have identified several options for addressing transport disadvantage in Cambridgeshire:

- A system-level perspective on health and transport planning, specifically ensuring that transport issues are given sufficient prominence within the Cambridgeshire and Peterborough Clinical Commissioning Group System Transformation programme.
- The exploration of additional bus provision or novel alternatives to increase the levels of non-private transport options. This could include more effective use of current assets such as school buses or taxis.
- Alternative models of supporting health, benefitting from opportunities such as integrated care and tele-health and digital solutions in reducing need to travel to health services.
- Further analysis of travel to GP practices and other forms of health services, including out-of-hours services, and more detailed qualitative inquiry work with local residents who face transport barriers in travelling to health services.

4.2 Bus Service Reductions and Transport Poverty

Nationally there has been much written about local bus service reductions and the impact on local communities. Below is a small selection of key articles and reports that have been produced. It would not be possible to produce a full list of such articles here, a review of the information in these website links does though give a good overview of the key issues.

- Bus Service Reductions – The Impact on Passengers. Transport Focus (2012): <https://www.transportfocus.org.uk/research-publications/publications/bus-service-reductions-the-impact-on-passengers/> “Transport Focus, formerly Passenger Focus, is the independent watchdog representing the interests of Britain’s rail passengers, bus and tram passengers in England (outside of London) and passengers on scheduled domestic coach services in England. It also represents users of England’s major roads (the ‘strategic road network’). Transport Focus offers advice to the public and takes up passengers’ complaints that train companies have failed to resolve. It aims to secure improvements, influence decisions and get the best deal for passengers and road users with an emphasis on evidence-based campaigning and research.”¹⁸

Locked Out: Transport Poverty in England. Sustrans (2012):

¹⁸ Text taken from <https://www.gov.uk/government/organisations/transport-focus>

This research sets out that Fenland District is the worst affected area for transport poverty in England. Transport poverty has strong links to poor transport accessibility.

Transport poverty refers to households and individuals who struggle or are unable to make the journeys that they need. There are several definitions, but they tend to comprise low income, poor availability of public transport and needing a long time to access essential services.

Information released by Sustrans at the time the research was completed stated the following:

“35 million people face the risk of debt just getting around

- *One and half million in England at serious risk of ‘transport poverty’*
- *Almost half of English local authorities have areas at ‘significant risk’*

The analysis for this study combined three indicators of transport poverty:

- areas of low income (where the costs of running a car would place a significant strain on household budgets);
- areas where a significant proportion of residents live further than a mile from their nearest bus or railway station; and
- areas where it would take longer than an hour to access essential goods and services (as identified by the Department for Transport) by walking, cycling and public transport.

Using these indicators, communities were identified as facing a ‘low’, ‘medium’ or ‘high’ risk of transport poverty.

The ‘Locked Out’ research identified the top 10 worst affected local authorities as:

Local Authority	% at serious risk	# at serious risk
Fenland	49	44,599
Eden	41	21,027
South Holland	33	28,167
Hambleton	32	28,402
Torridge	32	20,934
Basildon	31	54,352
West Lindsey	31	27,584
Ryedale	31	16,344
North Norfolk	29	29,765
Breckland	26	33,430

*Table 4 Locked Out- 10 worst affected local authorities
Source: Sustrans Locked Out Transport Poverty in England*

Summary report

<https://www.sustrans.org.uk/media/3706/transport-poverty-england-2012.pdf>

- Buses in Crisis (2018) - A report on Bus funding across England and Wales 2010 – 2018. The Campaign for Better Transport: <https://bettertransport.org.uk/buses-in-crisis-2018>
- Bus journeys fall by 90 million a year – BBC News 30.1.2019: <https://www.bbc.co.uk/news/uk-england-47045872>

The lack of a detailed and ongoing evidence base at the local level is a barrier to addressing transport and accessibility issues for local communities. In more recent years there has been less of a direct focus on accessibility and accessibility strategies at all levels. Less funding locally and nationally for revenue projects has also limited opportunities for funding to support projects.

It is suggested that there were also some gaps in the research. Whilst there was a focus on the cost of transport, there was limited focus on wider social and economic impacts.

4.3 The Fenland Transport and Access Group

Considerable effort has been made since the original research highlighted in Chapter 3 was completed to address accessibility issues in Fenland. The Fenland Transport and Access Group which has been in existence since before 2004, can assist with helping residents to find transport for many journeys, however this does not address the deficiencies that exist within the network. The Fenland Transport and Access Group also known as TAG aims to: “Ensure that there is one integrated approach for transport and accessibility in the Fenland area, one approach to address the challenges of a local rural transport network”.

The TAG membership draws together professional experience from transport planning, public and community transport operation, assistance to people to enable independent living and elected members. The group is aiming to ensure that transport is available to meet the basic needs of all residents. TAG support is more limited without funding and specifically where revenue funding is required for public transport services. The TAG has been successful in helping people make journeys using existing transport available in Fenland but there are limits to what can be achieved without more funding.

The TAG has had several successful achievements relating to accessibility including:

- Publication of the Fenland Transport Directory – a booklet which promotes the public transport on offer and signposts people to where they can obtain further information such as timetables
- Publication of a series of case studies under the title Getting from A to B – each case study provides a real-life scenario where a resident has difficulty accessing transport. The case study sets out the key issues and the type of transport that can help
- Accessibility mapping linked to concession bus pass holders in 2010. This enabled work with the bus operators to install new bus stops along routes to greatly improve the number of dwellings within 400 metres of a bus stop
- Significant promotion of community transport to enable access for medical journeys
- Successful delivery of the Wisbech Travel Choices project which established local community transport champions across Wisbech and encouraged people to try alternative transport
- Worked with partners to initially establish the Hereward Community Rail Partnership (CRP) which was formally launched in October 2012. The CRP has since been instrumental in achieving the now two hourly railway service to and from Manea, 7 days a week. Additional stops at March as part of the Liverpool – Norwich service, including at lunchtime to facilitate half day journeys
- Working in partnership with GP surgeries and Wisbech Hospital a large research project demonstrated the difficulties of accessing healthcare without a car and strong reliance on family support for transport.

4.4 2020 Covid-19 Pandemic

At any time there are a wide range of factors affecting accessibility and not all of them are about transport. The biggest and current example is coronavirus. Whilst it is unclear what will happen in the future regarding the pandemic there is no doubting that the 2020 accessibility “picture” was very different to what we have come to expect in recent decades. The impacts of Covid-19 pandemic on rail travel are discussed above in section 2.6.1.

Messages such as stay at home, work from home, do not use public transport, safe travel on public transport and walk and cycle more are all having a significant impact on how we travel. Whilst travel reduced during 2020 it is currently very unclear what any future travel patterns might be. It is not possible to know at the present time whether travel habits in future will return to a similar pattern to those before coronavirus or whether they will be very different. What is certain though is that residents, businesses, and visitors will still need access to essential services. There will still be an accessibility need in some form and as local authorities we must ensure that we fully support our local communities in this respect.

What might all this mean for accessibility in Fenland? Whilst this is also unknown there are some factors to be mindful of and consider.

- There is no doubt that public transport has seen very limited use due to coronavirus restrictions. The Government are supporting bus and railway companies with emergency measures, although this is unlikely to be the case indefinitely. With Fenland bus service viability being challenging in more normal circumstances there could be significant risk to our services
- Social distancing measures on public transport are impacting viability due to numbers of seats having to remain empty. This could also put Fenland bus, railway and community transport services at risk
- The Government Emergency Active Travel Fund to encourage walking and cycling has seen investment in new cycle parking in the market towns and new signing close to schools in March. Plans are under consideration to develop a walking and cycling and mobility aids improvement strategy for Fenland and Cambridgeshire Active Travel Strategy that will set out clear guidance and inclusive active travel.

Whilst the exact accessibility situation on the ground is unclear, the October 2020 National Travel Survey (NTS)¹⁹ provided some statistical information from across England. The website link below details the full report. The survey was completed between May and July 2020, with a sample size of 2,688. Here are some key details from the data that might give clues to the accessibility situation

- 39% of people walked more
- 38% of people cycled more
- 65% of people only left their homes for essential travel and exercise
- 14% travelled for work outside the home
- People on lower incomes (£25,000 per annum and under) were stricter about not going out. They were mostly only going out for essential exercise

The NTS is regularly updated and the latest information is available online²⁰. The National Travel Survey 2020 was published in September 2021 and headlines are:

- Average trips per person per year 2019-2020 were 22% down
- Modal share is dominated by the car, making up 58% of all trips in 2020 and 81% of all miles travelled
- Many more walking trips were made in 2020 than 2019. There was a 6% point increase to 32% of all trips

¹⁹ <https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-4-provisional>

²⁰ [National Travel Survey - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/national-travel-survey-2020)

- On average, women made more trips than men (755 vs 722) but men overall travelled further 4,777 miles compared with 3,901. “This is reflected in the number of commuting trips, where men made an average of 105 commuting trips per year (a decrease of 45% on 2019), compared to women who made an average of 77 commuting trips per year (a decrease of 57%)”²¹

4.5 Devolution and the way ahead for bus policy and strategy

In 2017, devolution was secured and an elected Mayor was appointed, signalling the commencement of the Cambridgeshire and Peterborough Combined Authority. This new authority became the passenger transport authority for Cambridgeshire and Peterborough including Fenland.

In 2017 the then Mayor commissioned a strategic review of Bus Services across the Authority Area. The scope of this review included:

- a) Current bus service provision: ascertain the level and nature of both commercial and subsidised bus provision with the CPCA.
- b) Strategic options for bus services of the future: identify and evaluate examples of best practice that may be appropriate for consideration within the CPCA area in the short term (5 years). The review will differentiate between the potential range of bus services and consider alternative delivery models.
- c) Assess operational models: it is envisaged that the study will consider the opportunities and constraints resulting from the Bus Services Act 2017.
- d) Transition arrangements: An outcome from this study will be to identify potential transition arrangements that might be put in place until such time as the strategic options identified are further developed and implemented. It is, therefore, important that the study considers the cost of implementation, likely levels of future subsidy and potential sources of funding. This study will also consider the phasing and implications of moving from the ‘as is’ bus service to alternative delivery models.

An initial high-level report concerning the strategic review of bus services was discussed at the Combined Authority Board meeting in January 2019. This review set out a high-level approach but also concluded that further work was required. The CPCA commissioned a Bus Reform Task Force whose role is to consider and recommend appropriate reforms to bus services, strategies and public information²². They want to establish a new model which will see improved accessibility for all residents. The 2020 impact of coronavirus is also an important consideration and in September 2020, the then Mayor issued a statement stating that unless there is greater use of existing bus services some may be lost. Further details can be found about this Combined Authority work from their website as set out below. The work of the Bus Task Reform Group and future approaches to bus service delivery are expected to be available also through the CPCA website although the current timetable is uncertain. Below are links to CPCA papers providing key updates on the bus task report work.

Strategic Bus Review pages 101 – 135 – Paper from CPCA Board Jan 2019

<http://cambridgeshirepeterborough-ca.gov.uk/assets/Combined-Authority/agenda-document-pack-30.1.19.pdf>

Bus Task Reform Paper pages 307 – 311 – Paper from CPCA Board March 2019

<https://tinyurl.com/y4as54sa>

Bus Task Reform Paper from CPCA Board September 2020

²¹ [2020 National Travel Survey Main Results \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/614442/2020-national-travel-survey-main-results.pdf)

²² <https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/transport/buses/bus-reform/>

tinyurl.com/46w67f6y

Bus Strategy Update CPCA Transport and Infrastructure Committee January 2021

tinyurl.com/1pm7uy3k

This report details the following information: “The Mayor, after consulting the Board, has decided to tender a second new trial bus service giving direct links from March, through Wimblington, Doddington, Chatteris, Warboys to St Ives. This will support an area that is significantly underserved by public transport and faces linked issues of deprivation. Through ticketing with the busway will provide an express link into Cambridge and onwards to Addenbrookes.”

Following this work, in March 2021 the Department for Transport published the ‘Bus Back Better’ policy paper²³. “This National strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered.” This policy sets out the desire for every local transport authority and bus operator in England to be in a statutory enhanced partnership or franchising arrangement. Bus Service Improvement Plans (BSIP) were required to be submitted to the Department for Transport by the end of October 2021. The CPCA BSIP is available here²⁴ alongside a notice confirming that it is preparing an assessment of a proposed bus franchising scheme.

The CPCA Bus Service Improvement Plan aims to achieve:

- More reliable bus services
- Faster journey times by bus
- More passengers using buses
- Greater satisfaction with services amongst passengers

The key elements of the BSIP are showing below:

²³ <https://www.gov.uk/government/publications/bus-back-better>

²⁴ <https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/transport/buses/bus-reform/>

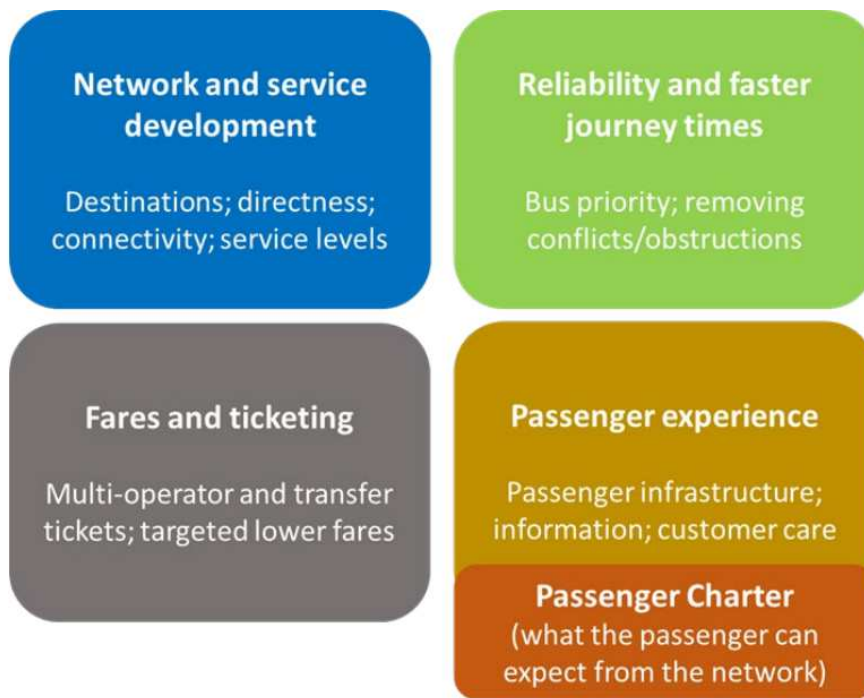


Figure 16: BSIP key elements for delivery
Source CPCA BSIP figure 4.1

The proposed service frequencies on the new local bus network is shown below:

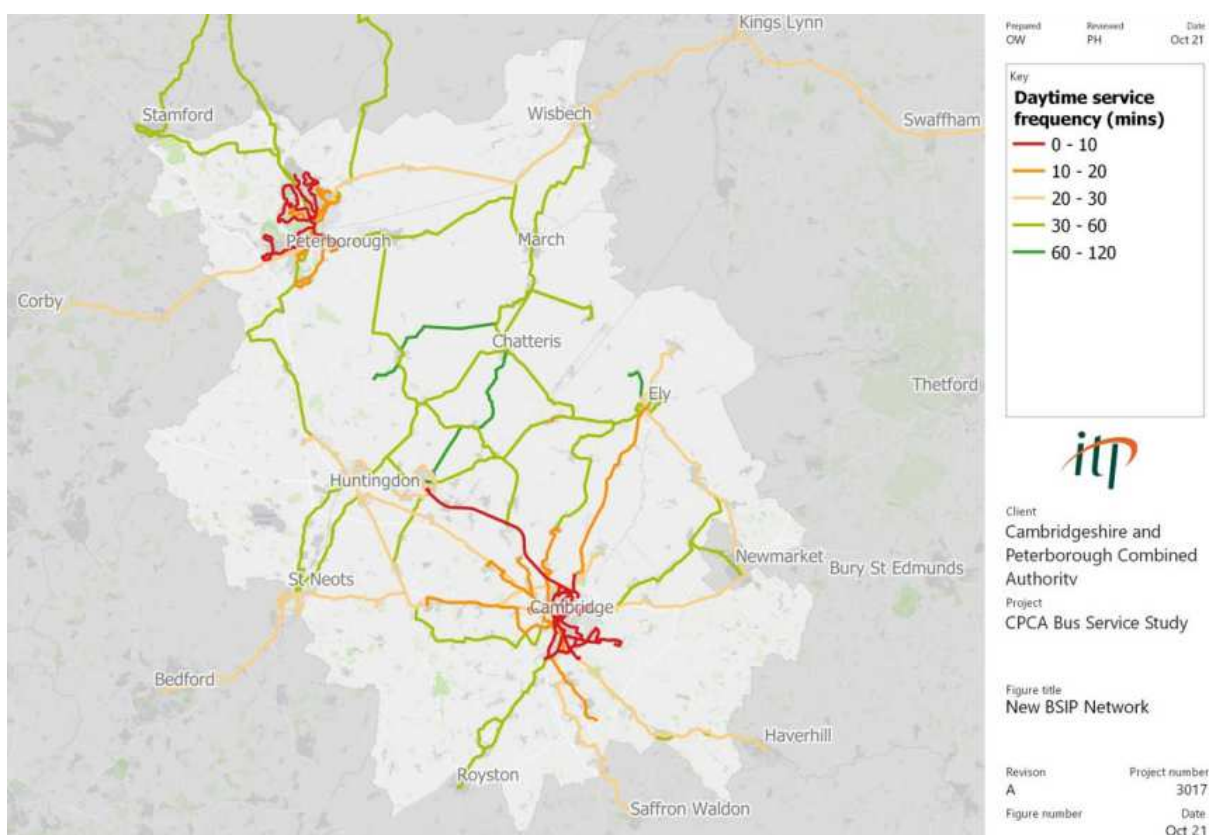


Figure 17: Service frequencies on new local bus network.
Source CPCA BSIP figure 4-4

4.6 Journey time statistics, England 2019

In November 2021 the Department for Transport published journey time statistics²⁵. These present estimates of travel times from where people live to key local services. Statistics are published at national, regional, local authority and small Census area (Lower Super Output Area) level, for eight key local services by four modes of transport.

The statistics are designed to represent idealised journeys which are completed at the following times:

Tuesday in the second week in October during the ‘morning peak’ between 7am and 10am.

	Average Journey time of 8 key services** (minutes)			
Region	Public transport / Walking	Cycle	Car	Walking
Fenland	27.27	25.55	12.73	40.10
Cambridgeshire	25.54	21.69	12.27	40.47
East of England	20.75	18.64	11.30	34.13

²⁵ <https://www.gov.uk/government/statistics/journey-time-statistics-england-2019/journey-time-statistics-england-2019>

England	17.90	15.58	10.27	27.96
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Table 5 Average minimum travel time to reach the nearest key services** by mode of travel (average of 8 key services), 2019*

* A maximum value of 120 minutes is used where journey times exceed 120 minutes. This means that for some service by mode combinations (particularly for walking and smaller destination sets), the average provided is lower than would actually be the case in reality.

** Key services: The average of minimum journey times to (1) medium sized centres of employment (500-4999 jobs), (2) primary schools, (3) secondary schools, (4) further education, (5) GPs, (6) hospitals, (7) food stores and (8) town centres. Data source government Journey Time Statistics datasets jts0101, jts0103, jts0104²⁶.

It can be seen from Table 5 that average journey times by all modes of transport to key services are on average higher in Fenland than Cambridgeshire, the East of England and England. The exception is for walking which is slightly higher on average in Cambridgeshire than in Fenland.

²⁶ <https://www.gov.uk/government/statistics/journey-time-statistics-england-2019/journey-time-statistics-england-2019>

Chapter 5 How the 2020 research was undertaken

5.1 Introduction

The 2020 research comprises several different elements, the largest of which is the new mapping work. The mapping work provides a very clear visualisation of the different accessibility challenges across Fenland. It also shows how accessibility is very variable across the Fenland district depending on which key services are being accessed. They enable an assessment to be made of changes over time and can be compared to the original 2004 and 2006 work.

Other elements forming part of this research are active travel, digital connectivity and details of the engagement process with key stakeholders. The coronavirus pandemic has led to a significant increase in focus on walking and cycling. Such information in this research could help to provide a better baseline from which to assess walking and cycling in Fenland into the future. At the time the original research was undertaken digital connectivity was in a very different place to now. Access to IT facilities including 4G networks offers different opportunities to work and access goods and services without travelling. However it is noted that the ability to access services online also varies person to person and is dependent on multiple factors. Understanding this pattern will help to assess accessibility into the future.

Local communities are served by a wide range of organisations providing goods and services, deliveries and information provision. All of these have an impact on accessibility. Local organisations working in the community also have good knowledge of their customers and their ability to travel. Giving key stakeholders (e.g. the TAG and Parish and Town Councils) an opportunity to comment on this research is considered essential due to their local knowledge. We want to ensure that the research accurately portrays what is happening in the Fenland towns and villages. This approach is intended to provide specific evidence which supports the research work.

5.2 Elements covered by the 2020 research

This section sets out details as to what is covered in this research.

5.2.1 Accessibility mapping

New maps have been produced to give a visual representation of accessibility across Fenland. A range of maps have been produced with a specific focus on accessibility to essential services. This includes access to town centres, hospitals and schools. The maps show the most and least accessible services across Fenland according to the journey purpose.

The mapping shows accessibility based on different types of transport. A mode of transport was chosen for each map depending on the essential service being accessed. This is to reflect the rurality of Fenland and the low population density. For example, journeys to primary schools which are typically close to neighbours have been measured using walking and cycling accessibility. Journeys to specialist hospitals including Accident and Emergency were measured using car journeys. This reflects the fact that such facilities are a considerable distance away from Fenland.

It is though recognised that some journeys are made by different modes of transport. It is also acknowledged that personal circumstances e.g. mobility may dictate a journey time. For example, a short journey by walking or cycling for one person may not be possible for someone else. Whilst the maps therefore are generalised, much of the written information to support the maps will provide commentary on travel by other forms of transport. One such example is the use of public transport timetables to compare journey times.

The new mapping is set out in chapter 6 of this report.

5.2.2 Active Travel

In some cases, and for some people active travel - walking and cycling and other modes that involve activity - are a good solution to meeting their travel needs. In Chapter 7, information is provided on current levels of active travel across Fenland. In general, levels of active travel in Fenland are low. This information can be used when developing the Fenland Walking, Cycling and Mobility Aids Strategy and the Fenland Transport Strategy. The new maps provide a good visual representation to show that access to some facilities and services can be made easily on foot or by bike subject to suitable infrastructure and personal ability.

5.2.3 Digital connectivity

It was recognised that not only physical accessibility was important but there is also a need for good digital connectivity to allow access to services. This is particularly relevant with the Covid-19 pandemic and the increasing numbers of people relying on digital connectivity for work, education, shopping and leisure from home. It is impossible to tell what the future will bring but it is likely that working from home will be increasingly common, so demand for high quality digital connectivity is still going to be a key element of access to work. It is important to note that digital connectivity has many aspects, which include: access to a broadband/mobile service, the ability to pay for the services, the skills to use the service and device to access the service. This highlights how many different aspects of digital connectivity are available. Chapter 8 provides more detail on digital connectivity in the Fenland district.

5.2.4 Mapping Methodology

The maps were produced using computer and GIS technology.

An isochrone map is a map showing areas related to isochrones between different points. An isochrone is defined as “a line drawn on a map connecting points at which something occurs or arrives at the same time” (iso = equal, chrone = time).

Isochrone maps in the context of transport planning are essentially maps of accessibility where travel time is used as the cost metric. Isochrone maps can be created for different modes of transportation e.g. foot, bicycle, motor vehicle. Generally, the output of an isochrone map for transport will show how far (in distance or time) certain points are from each other.

Route Finder (a software tool which uses existing road networks) has been used to prepare the accessibility maps which show how the towns/villages are accessible to key services by walking, cycling and public transport. Based on the location of the main facilities in Fenland, the different maps show what can be reached within certain timescales. This can then be used to highlight areas which have long travel times to key services.

When looking at public transport, Route Finder has been used to work out how people could access the bus stops in the main towns/villages of Fenland. This then needs to be compared with services at this bus stop as whilst it might be possible to access a bus stop from a particular area it might not be well served by buses. Internet research was carried out to find bus and train table information which is summarised in chapter 6 below.

5.2.5 Stakeholder engagement

As part of this work in 2021 a draft version of the report was circulated to key stakeholder. Chapter 10 provides more information about this process. The purpose of this was to ensure that all topic areas were covered and to make sure that if stakeholders had any additional information it could be included. Evidence from local communities and local organisations to support and comment on the research is essential.

The report will be updated after the stakeholder engagement in 2021. Following this the report will be used to develop the Fenland Transport Strategy and this will be the time when the wider public will have the opportunity to comment and feed into this report.

Chapter 6 2020 Research

This chapter assesses the most recent accessibility evidence highlighting current issues. Due to the changing nature of public transport services in particular as we recover from the pandemic, it is important to understand this chapter is correct as of December 2021.

The main aim of these accessibility maps is to identify the areas with low access to public transport services or key facilities as well as to identify the main strengths and weaknesses of the network.

The maps show a range of different access options and provide a large amount of information regarding public transport (bus and train) availability. As with any information on a public transport services this just provides a 'snapshot' in time. Generally, information taken from November 2020 using pre Covid-19 timetables has been used throughout this report.

Maps relating to the following services are included:

- Accessibility to Hospitals
- Accessibility to Market Towns
- Accessibility to Education
- Accessibility to Bus Service
- Accessibility to Train Stations

6.1 Hospital accessibility in Fenland by Car:

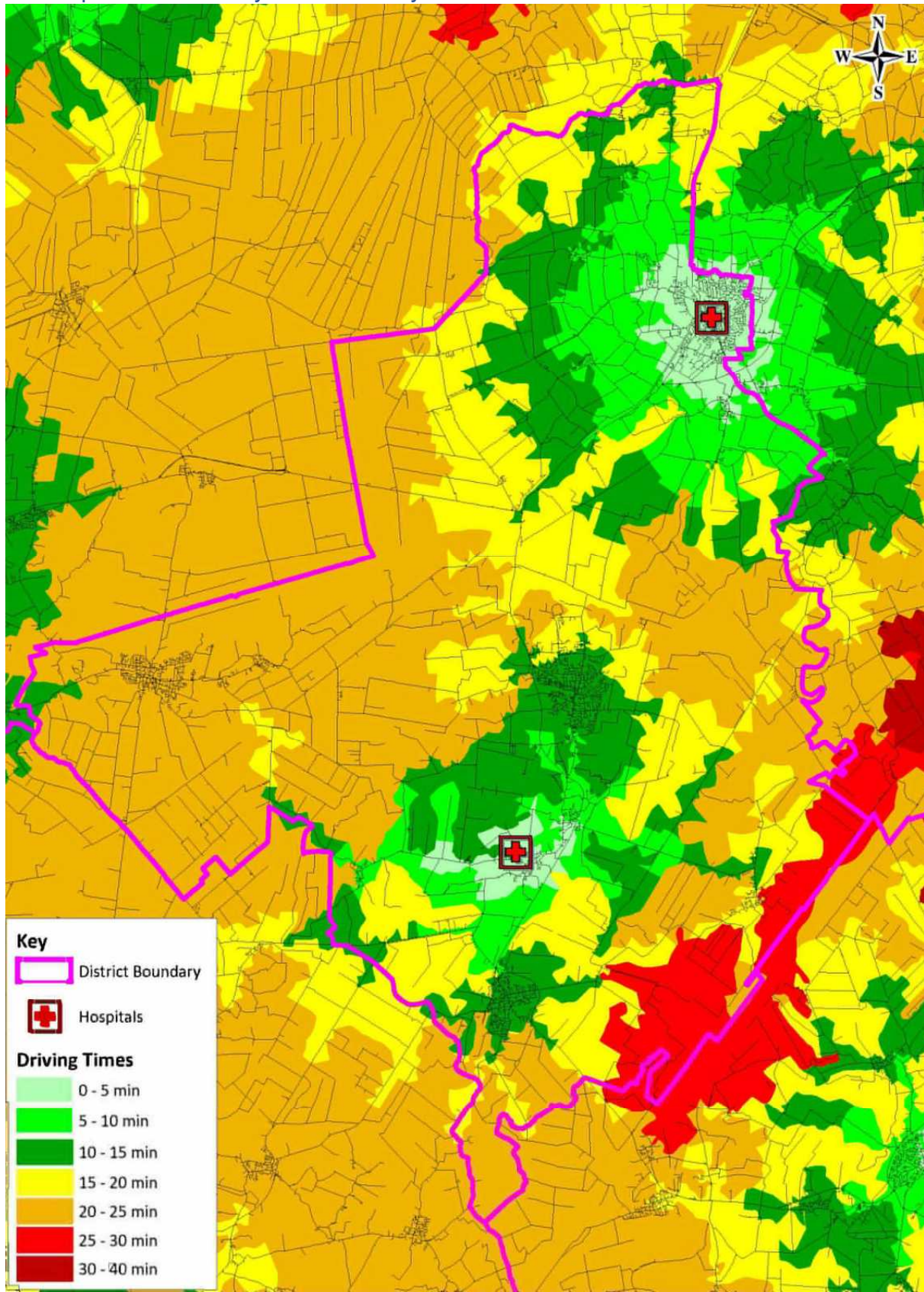


Figure 18: Hospital accessibility in Fenland by car

Figure 18 shows access from within Fenland to Doddington and Wisbech Community Hospitals which are minor injury units, and do not offer specific specialist services by car. Access to hospitals is a key issue raised by local residents and therefore these two hospitals provide an important medical lifeline. However residents need to access other hospitals outside of the District for more specialist care. The map shows accessibility using a car. Whilst Wisbech hospital is close to the bus station it requires access over a busy dual carriageway. Doddington being on the edge of a village with limited bus services is much harder to access without a car.

This map shows that Wisbech residents have good access to the hospital which is centrally located within the town. March and Chatteris residents are at least a 10 to 15minute drive from Doddington hospital. As this facility is located in a village its more difficult to access without a car. Whittlesey has the poorest access (at least 20 minutes) to these community hospitals but perhaps may look to Peterborough for such facilities.

The villages Doddington and Wimblington being in closer to Doddington Hospital have better access. The other villages have much poorer access being at least 20 minutes away. Manea has the poorest access to a community hospital being at least 25 minutes away.

Bus access to these community hospitals is “patchy” and as neither location has a railway station there is no access by train. Wisbech Hospital is located within the centre of the town and close to the bus station. There are crossing facilities for pedestrians to get across the A1101 dual carriageway, but this is not the easiest of routes. Residents in Guyhirn and Thorney Toll have bus access every 30 minutes into Wisbech. There is hourly bus access to this hospital from March. Communities such as Friday Bridge and Elm between March and Wisbech along with Manea and Benwick have two hourly access. Due to bus timetabling though, medical appointments would have to take place within a tight timescale to ensure a return journey could be made for the two hourly access.

The village of Doddington despite its close proximity to the towns of Chatteris and March has limited bus access. Journeys to March are approximately every 90 minutes with services linking Chatteris and Wisbech to Doddington being every two hours. The main bus stop is within the centre of the village and is some distance from the hospital. The pedestrian route to the hospital does not have a footpath all the way along either and is possibly not walkable by many people.

The maps below do not make any reference to NHS provided transport services to which availability is varied and dependent on strict criteria.

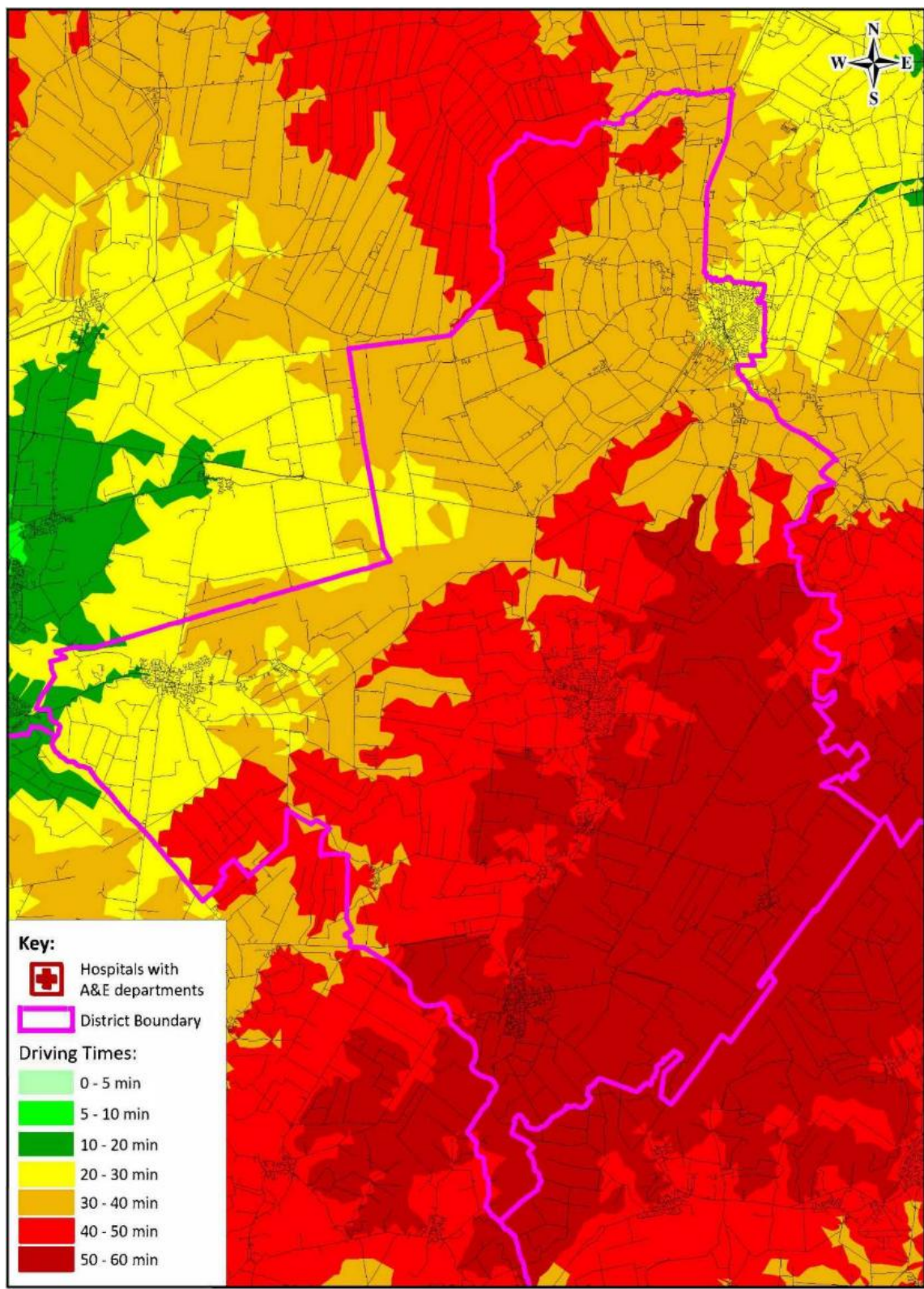


Figure 19: Accessibility to Hospitals with A and E departments zoomed in by car

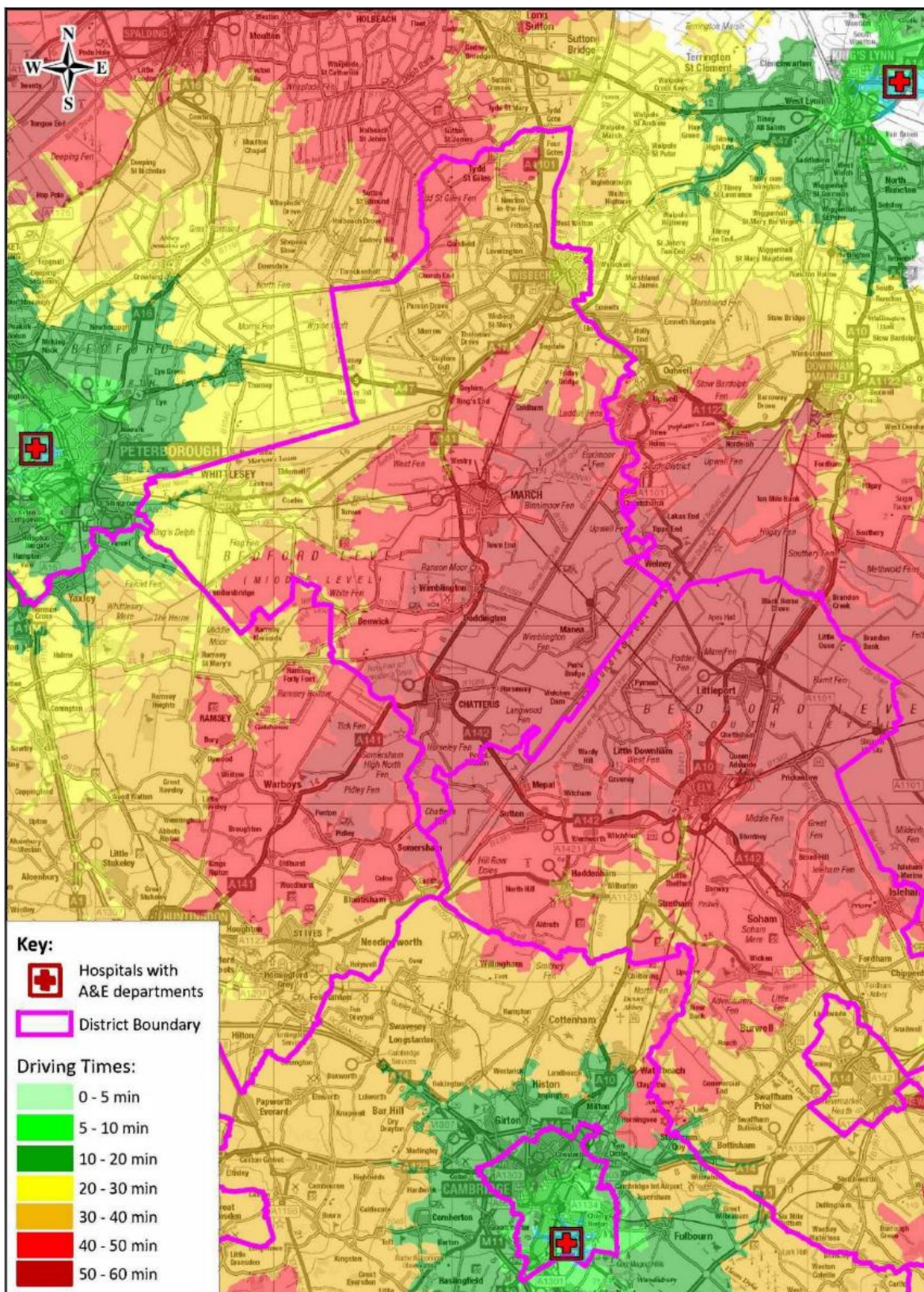


Figure 20: Accessibility to Hospitals with A and E department zoomed out by car

From Figure 19 and Figure 20 above it can be seen that access to larger hospitals from Fenland involves significant journey times by car. These maps show access to the following hospitals: Addenbrooke's Cambridge, Peterborough City Hospital and The Queen Elizabeth Hospital, Kings Lynn.

With the southern half of the district being approximately an hour away from a hospital with an A and E department. The northern part of the district fares slightly better with journey times of approximately 30-40 minutes which is likely to be due to access along the A47 and A605 which are faster roads. Such journey times seem long in an emergency. Larger hospitals with A and E departments also provide more specialist treatment and healthcare. Fenland residents may therefore be travelling long distances on a regular basis for medical appointments.

These long journey times by car imply that journeys by public transport are even longer. From some locations it may not be possible to make early or late hospital appointments by public transport. This can be an issue for those with regular outpatient appointments.

The figures below provide examples of journey times between March and Peterborough and Wisbech and Cambridge all information was taken from Google maps. They show that the train service between March and Peterborough offers real journey time savings when compared to car. With reference to Wisbech, whilst the journey times to Cambridge by public transport are long, this is equally true for car. When looking at both car trips it can be seen that journey time reliability is an issue as the timings provided are variable.

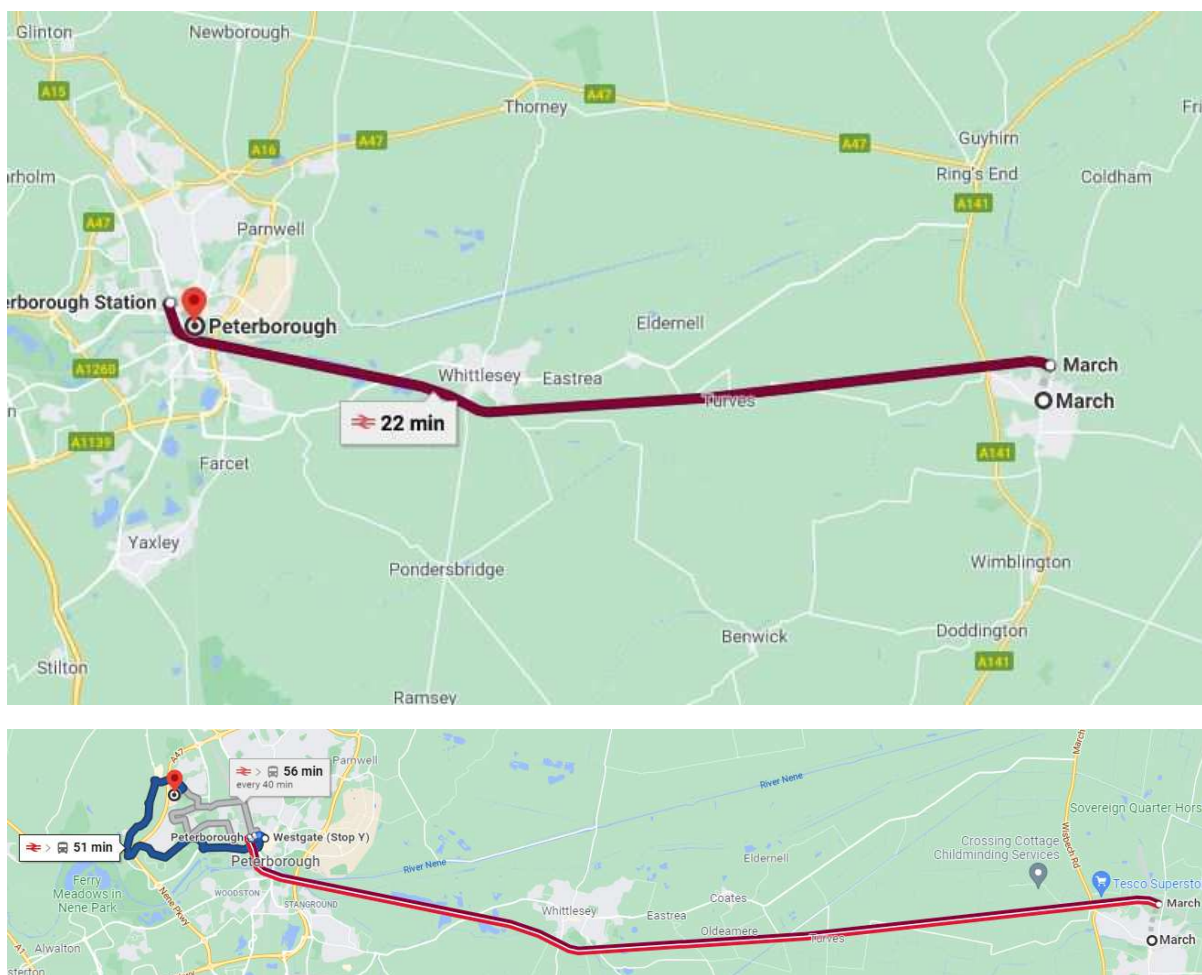


Figure 21: Rail Journey times between March and Peterborough and Peterborough City Hospital, Source Google maps

Figure 21 shows that whilst the journey times between March and Peterborough Station is fairly short, (approximately 20 minutes) an interchange to bus is required in order to reach Peterborough Hospital. This adds significantly to the journey time (approximately 30 minutes) when the time to interchange between

bus and rail is taken into account. The interchange makes this option less attractive due to the need to meet connections.

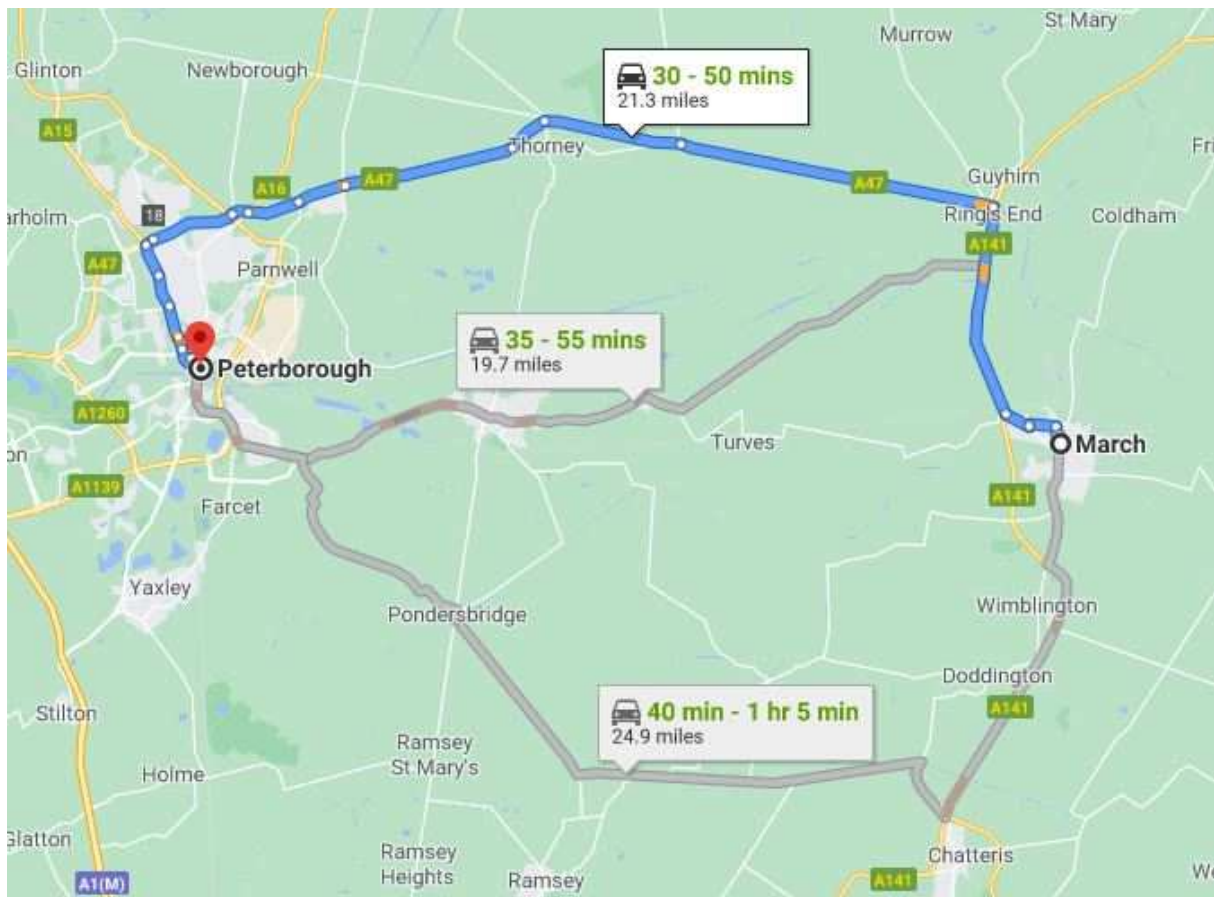


Figure 22: Car journey times between March and Peterborough, Source Google maps

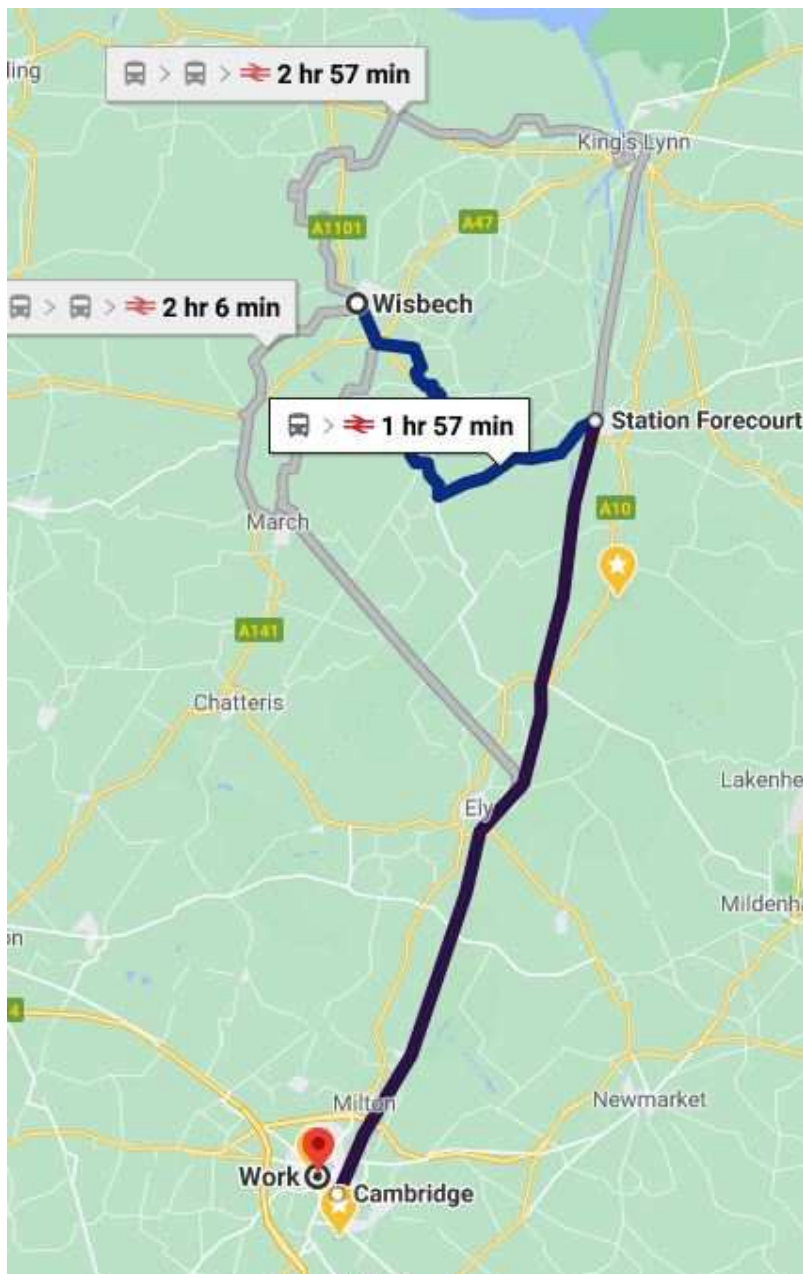


Figure 23: Public transport journey times between Wisbech and Cambridge, Source Google maps



Figure 24: Journey times car between Wisbech and Cambridge, Source Google maps

Accessibility to Hospitals Summary

Access to hospitals within and outside Fenland can be challenging with long journey times and difficult routes of travel. Except for Wisbech residents accessing Wisbech community hospital, it is likely to be difficult accessing hospital medical facilities if you do not have a car. Bus journeys are long and infrequent making appointment times more limited and adding travel complications if there are delays and long waiting times.

This picture may well indicate why significant numbers of residents who do not have access to transport are increasingly reliant on the community car schemes. These services provide end to end journeys by car travel for a specific appointment time and drivers will also wait for customers, so there are no delays on the return journey or worries about how to get home because of a delayed appointment.

6.2 Market towns accessibility in Fenland:

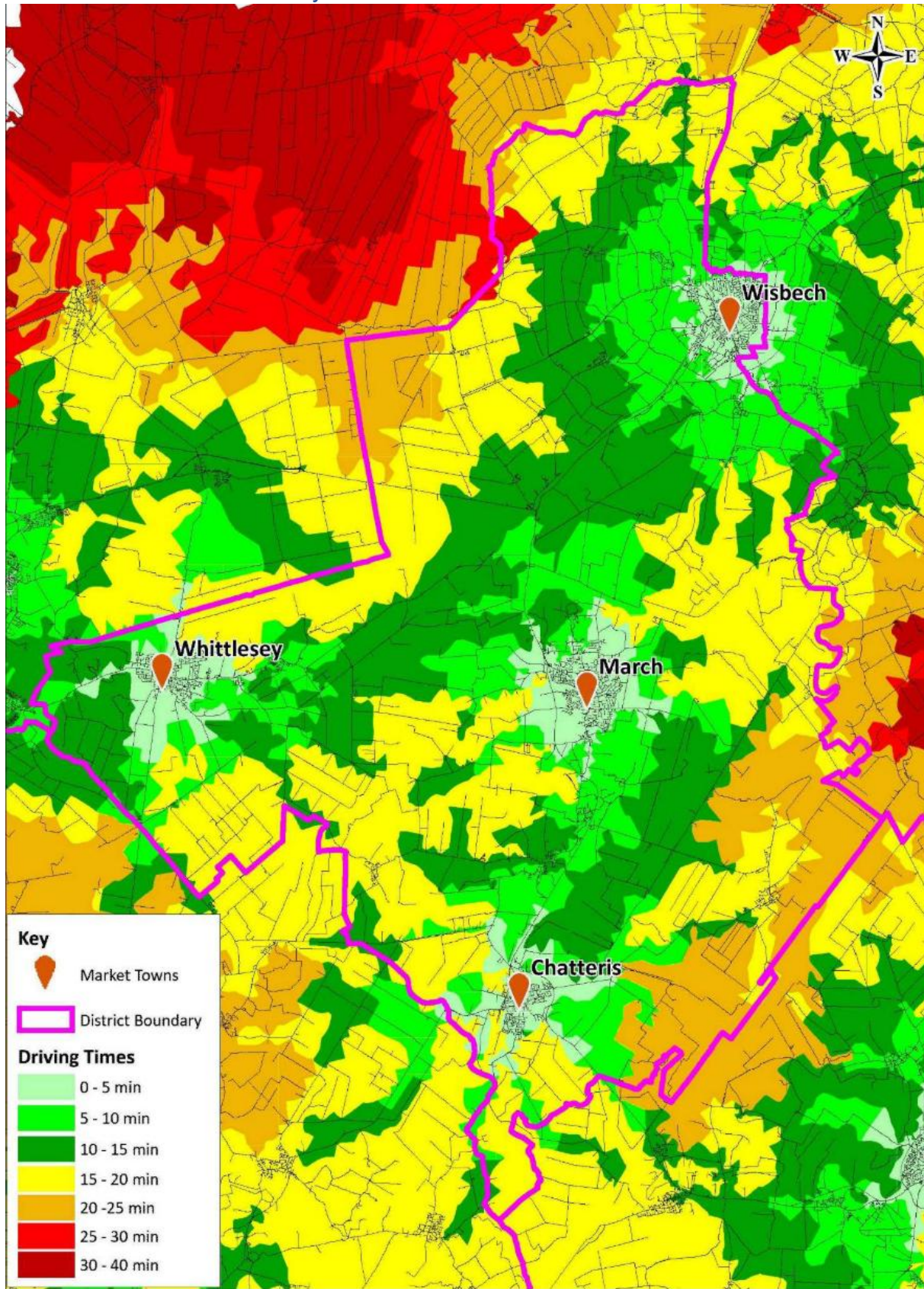


Figure 25: Market Town Accessibility by Car in Fenland

Around 25% of the Fenland population live within the villages and more isolated communities. This amounts to around 20,000 people. Figure 25 shows that for the villages north of Wisbech and Manea they have at least a 15-minute drive to their nearest town centre.

Bus access for each town and its village catchment within Fenland District is as follows:

Chatteris – there are hourly services from March, Doddington and Wimblington. For bus access to Chatteris from the rest of Fenland District at least one change of bus would be required, probably at March. There is some access for commuter times to and from Peterborough including Coates, Eastrea and Whittlesey but this is one journey each way per day. As there is no railway station at Chatteris there is no access by train.

March - there are hourly bus services from Chatteris, Coates, Doddington, Eastrea, Wimblington, Whittlesey and Wisbech including commuting times. There are also two hourly bus services during the day from places such as Benwick and Manea. There is one Sunday service in each direction connecting March with Coates, Eastrea, Whittlesey and Peterborough. March also has hourly rail services to destinations such as Cambridge, Ely and Peterborough, along with two hourly services to Manea and Whittlesea Stations. These services are 7 days a week. Integrated access between bus services and railway services is limited.

Whittlesey – there are hourly bus services from Coates, Eastrea and March direct to Peterborough. This includes some Sunday services. There is one service each way per day to Chatteris, Doddington and Wimblington that is suitable for commuters. Whittlesey has a railway station and there are two hourly services calling at Manea, March and Peterborough, 7 days a week. The railway services offer travel into the middle part of the evening.

Wisbech – there are bus services every 30 minutes to Peterborough and Kings Lynn which also provides access to residents of Guyhirn and Thorney Toll into Wisbech. There are hourly services from Coldham, Friday Bridge and Elm into Wisbech. Access from the villages north of Wisbech such as Newton, Tydd St Giles and Parson Drove is patchy depending on which village you live in. Access is typically two hourly at best with some services for commuting or further education.

6.3 Rail Accessibility in Fenland

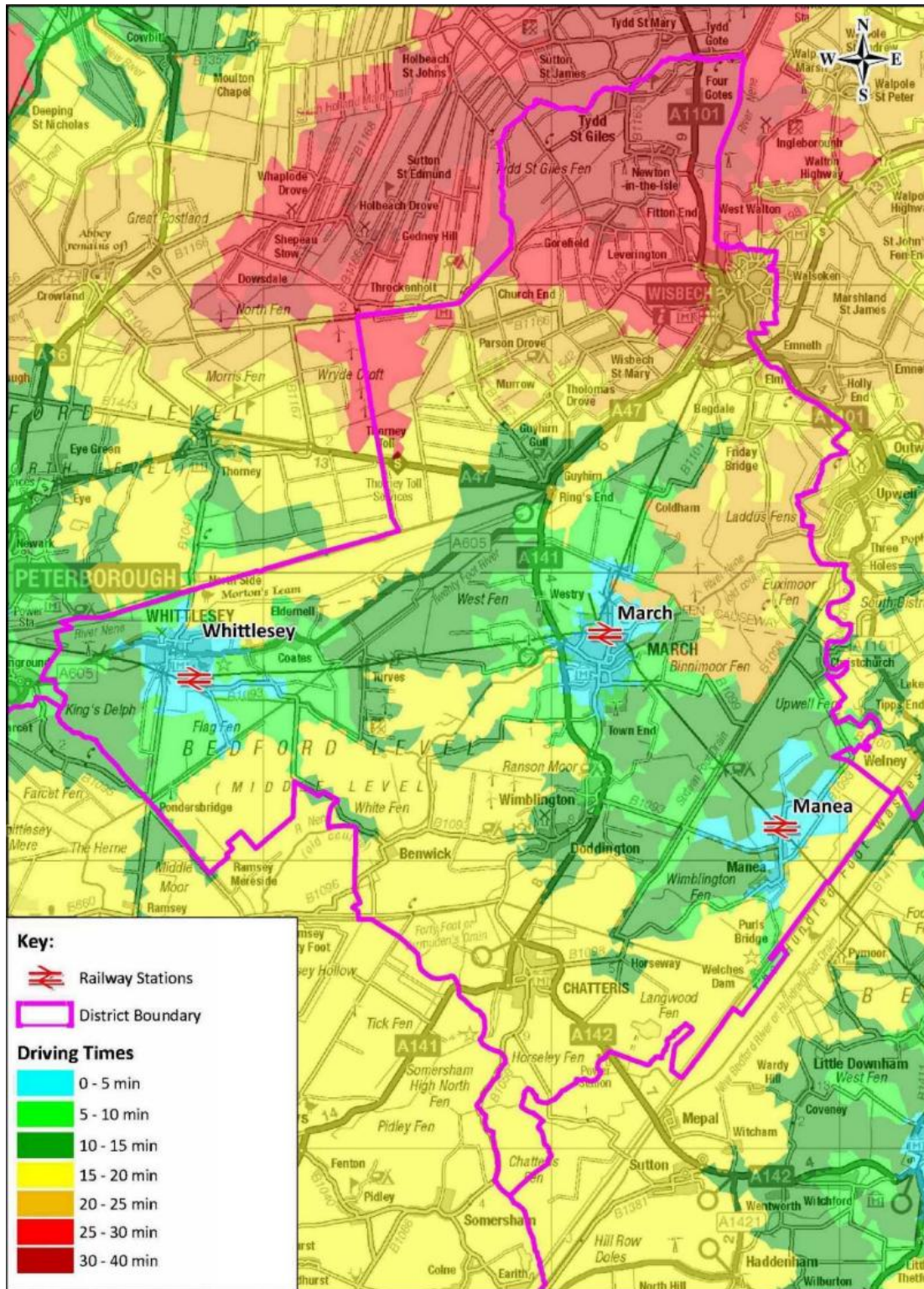


Figure 26: Fenland Rail Station Accessibility by Car zoomed in

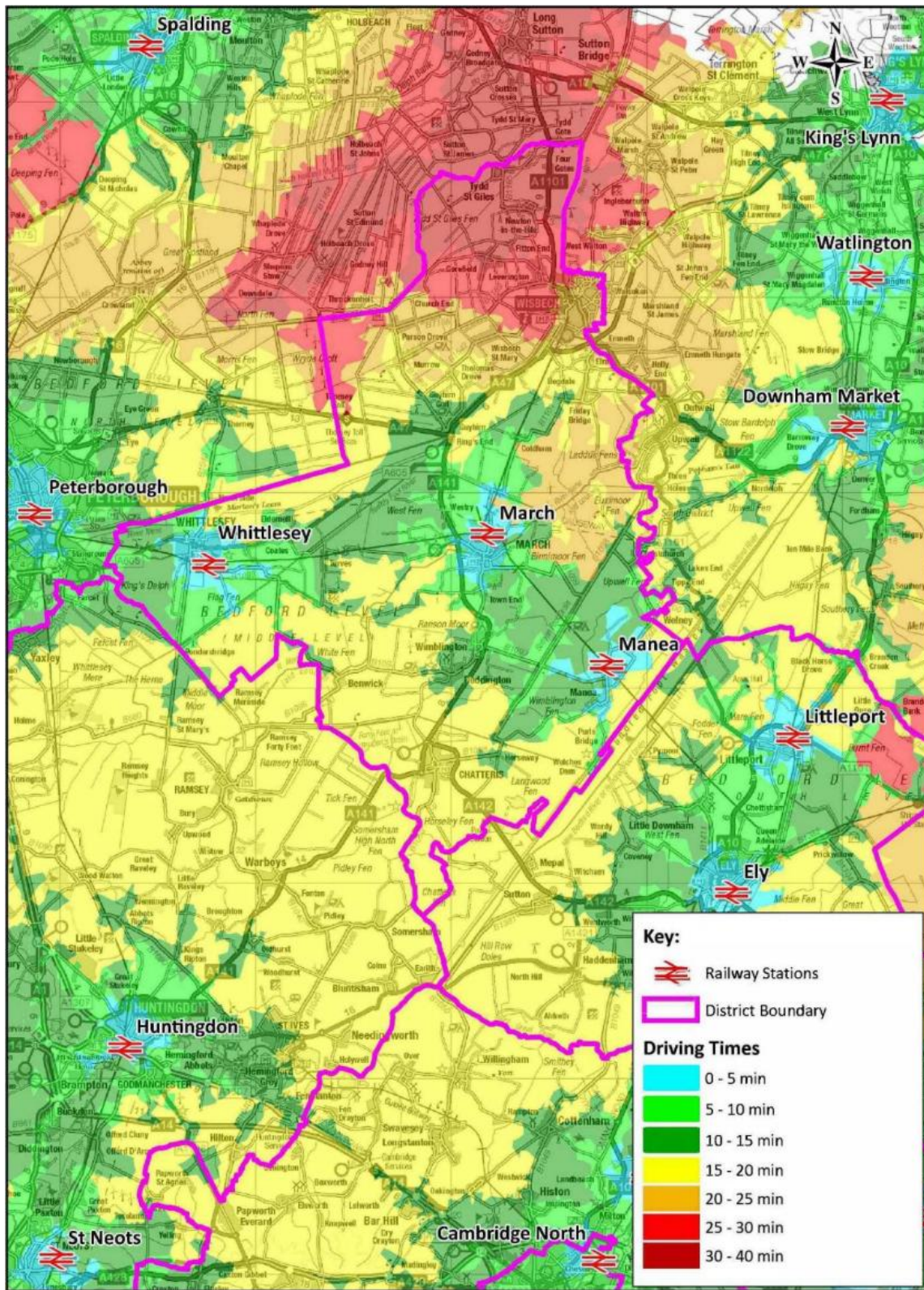


Figure 27: Fenland and Surrounding Rail Station Accessibility by Car zoomed out

There are 3 railway stations within Fenland District at Manea, March and Whittlesey, however for some Fenland residents, stations outside the district are more convenient notably Kings Lynn, Downham Market, Ely, Peterborough and Huntingdon. The map shows that a significant proportion of local residents are within a 15-minute drive time of a railway station. It is noted that the villages north of Wisbech are at least a 25-minute drive from a railway station and Wisbech itself has a 20-minute drive time.

Manea – there are two hourly services calling at March, Peterborough and Whittlesea Stations, 7 days a week. The railway services offer travel into the middle part of the evening.

March - March Station has hourly railway services to destinations such as Cambridge, Ely and Peterborough, along with two hourly services to Manea and Whittlesea Stations. These services are 7 days a week. Railway services are available until the middle part of the evening. There is limited integrated access between bus services and railway services.

Whittlesey – Whittlesey has a railway station and there are two hourly services calling at Manea, March and Peterborough, 7 days a week. The railway services offer travel into the middle part of the evening.

All 3 of our railway stations are located at the edge of the village or town. Manea and Whittlesea Stations have no direct bus service access. A 15/20-minute walk would be required from the nearest bus stop. March Station has two hourly bus services stopping outside the station, but these do not typically align with railway services.

It should be noted that the ExCel bus service which is regular from Wisbech goes direct to Peterborough and Kings Lynn railway stations where there is railway access across the country.

There are few early morning and evening services which means that it is not possible to carry out some trip by rail such as accessing shift patterns, early/late flights and the night-time economy.

The timetable information below was valid in Summer 2019. All the rail timetable information provided above was taken from nationalrail.co.uk and is the pre -covid timetable.

There is information available on Greater Anglia's website that provides details of access to the three Fenland stations: Manea <https://www.greateranglia.co.uk/travel-information/station-information/mne> March <https://www.greateranglia.co.uk/travel-information/station-information/mch> Whittlesea <https://www.greateranglia.co.uk/travel-information/station-information/wle>

6.3.1 Rail Frequencies in Manea

The following table shows the direct services accessible from Manea Railway Station. Some of these services have been reduced due to the Coronavirus outbreak in the UK, until further notice.

Table 6 Manea Rail Frequencies

Station	Destinations	Weekday services	Weekday services off peak hours	Saturday services	Sunday Services
Manea	Colchester	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours
	Cambridge	Direct services at either end of the day for commuting		Direct services at either end of the day for commuting	
	Ipswich	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours
	Peterborough	1 service every 2 hours including a commuter service	1 service every two hours	3 service an hour 1 service every two hours	2 service an hour 1 service every two hours

6.3.2 Rail Frequencies in March:

The following table shows the direct services accessible from March Railway Station. Some of these services has been reduced due to the Coronavirus outbreak in the UK, until further notice.

Table 7: March Rail Frequencies

Station	Destinations	Weekday services	Weekday services off peak hours	Saturday services	Sunday Services
March	Sheffield	3 services per day	3 services per day	No service	No service
	Nottingham	3 services per day	3 services per day	3 services per day	2 services per day
	Cambridge	hourly	hourly	hourly	hourly
	Ipswich	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours
	Stansted Airport	1 service an hour	1 service an hour	1 service an hour	1 service every 2 hours
	Birmingham New Street	1 service an hour	1 service an hour	1 service an hour	1 service every 2 hours
	Peterborough	hourly	hourly	hourly	hourly

6.3.3 Rail Frequencies in Whittlesey:

The following table shows the direct services accessible from Whittlesea Railway Station. Some of these services has been reduced due to the Coronavirus outbreak in the UK, until further notice.

Table 8: Whittlesey Rail Frequencies

Station	Destinations	Weekday services	Weekday services off peak hours	Saturday services	Sunday Services
Whittlesea	Colchester	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours
	Cambridge	Direct service in the AM peak only for commuting.		Direct am peak service but change required in PM peak,	

Station	Destinations	Weekday services	Weekday services off peak hours	Saturday services	Sunday Services
	Ipswich	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours	1 service every 2 hours
	Peterborough	1 service every 2 hours including a commuter service	1 service every two hours	3 service an hour 1 service every two hours	2 service an hour 1 service every two hours

All the rail timetable information provided above was taken from nationalrail.co.uk and is the pre -covid timetable

6.4 Bus accessibility in Fenland

Due to the changing nature of public transport services, in particular as we recover from the pandemic, it is important to understand this chapter is correct as of December 2021. The sources include the Stagecoach website and travel line.

When looking at Cambridgeshire as a whole, it is included in one of the five lowest Local Authorities in England regarding accessibility to bus services. With 56 percent of the Cambridgeshire population being within 1km walking distance of a bus stop with at least one bus service per hour²⁷. It is noted that not all are able to make a 1km journey from their home to a bus stop.

The distance people are able to travel to a bus stop varies due to numerous reasons, therefore the maps below provide a general impression of access to bus services but it is noted that this will vary dependent on user.

²⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1030718/annual-bus-statistics-year-ending-march-2021.pdf page 18

6.4.1 Bus accessibility in Chatteris:

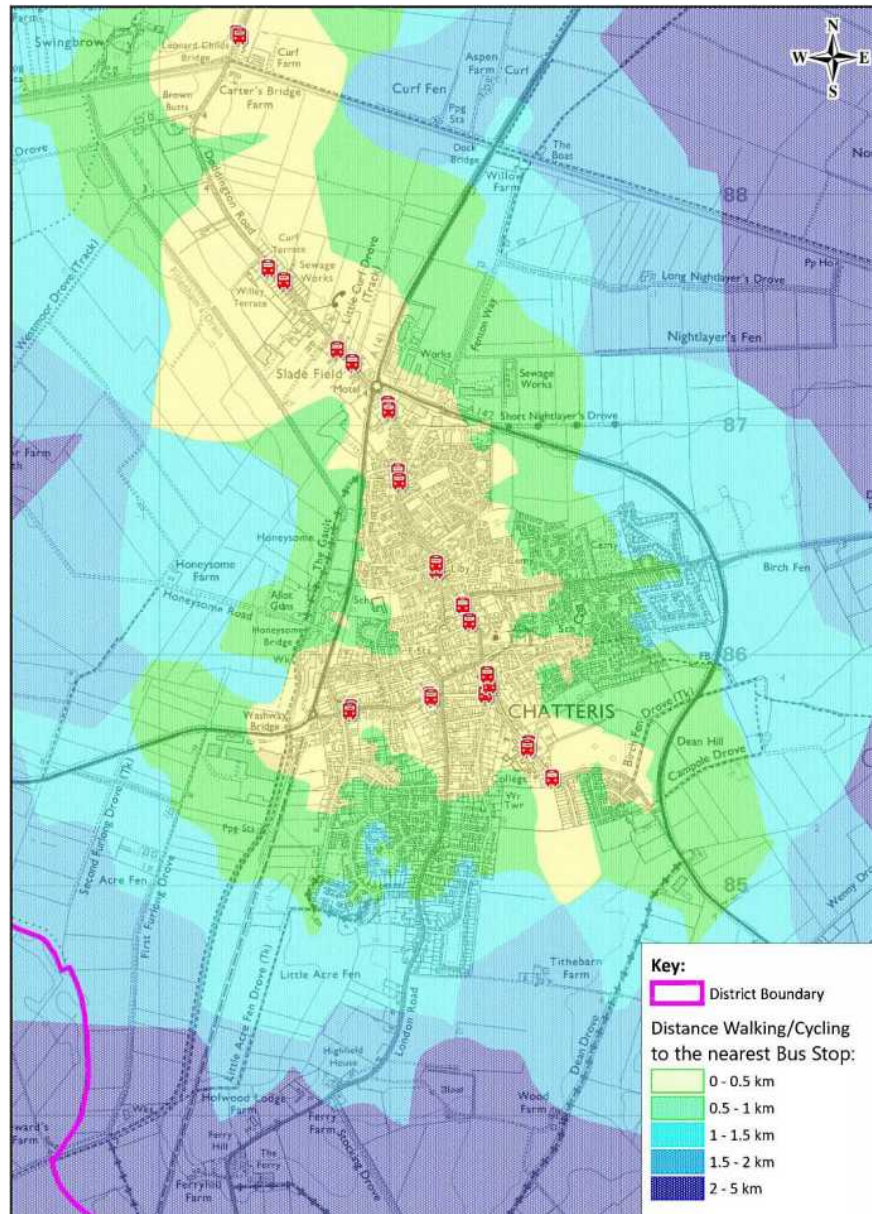


Figure 28: Bus Stop Accessibility in Chatteris

Figure 28 shows that most people living in Chatteris are within 500 metres of a bus stop. Some of the communities on the east and in the south are less likely to be in reasonable distance of a bus stop. There is information below about bus service frequency which indicates that even with high levels of the community within easy reach of bus stops their access to services is limited with the best frequency being every two hours.

Bus services

Table 9: *Bus Frequencies in Chatteris* below shows that whilst Chatteris has several bus services to a range of destinations for commuting, travel at other times is relatively poor. The commuting services assist

people getting to work but only fit around certain working day patterns. There are also no bus services beyond the early part of the evening and no buses on Sundays.

Bus Frequencies

The table below outlines the services and frequency of the buses operating in Chatteris.

Table 9: Bus Frequencies in Chatteris

Service	Operator	Weekday Frequency	Saturday Frequency	Sunday frequency
33 - Peterborough - Whittlesey - March (- Chatteris)	Stagecoach in Peterborough	Only 1 service for commuting	Only 1 service for commuting	No service
39 - Ely - Chatteris - March	Stagecoach in Cambridge	9 journeys each direction per day	8 journeys in each direction per day	No service
35 - March - Huntingdon Rail Station	Stagecoach in Cambridge	Every 2 hours	Every 2 hours	No service
8 Citi - Chatteris - Cambridge	Stagecoach in Cambridge	1 return journey for commuting	1 return journey for commuting	No service
V2 - Chatteris - Pidley - St Ives	Stagecoach in Cambridge	1 service for commuting plus every 2 hours off peak	No service	No service
336 - Chatteris - Wimblington - Ramsey	SunFun Luxury Travel	1 return journey for school	No service	No service

Note there are no evening services.

6.4.2 Bus accessibility in Doddington and Wimblington:

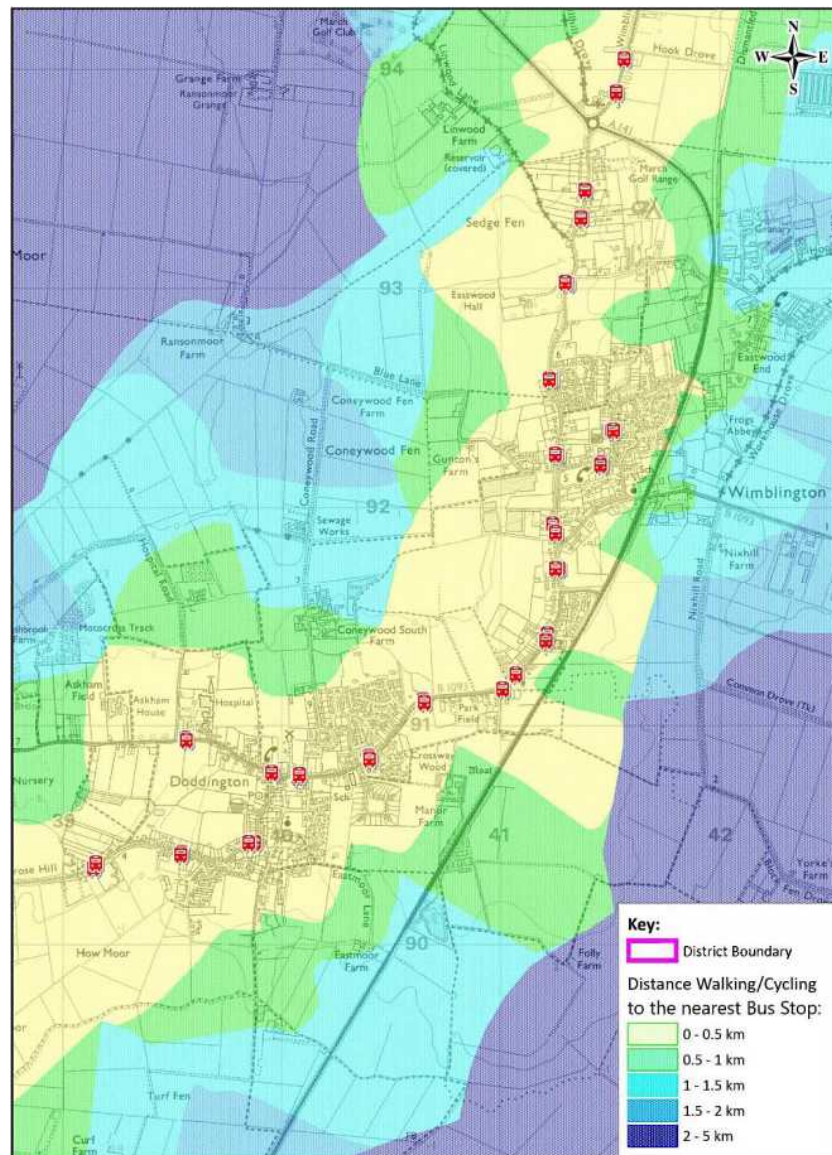


Figure 29: Bus Accessibility in Doddington and Wimblington

Figure 29 shows that most people living in Doddington and Wimblington are within 500 metres of a bus stop. The bus service frequency information below indicates that access to bus services is limited with the best frequency being every two hours.

Bus services

Table 10 below shows that whilst Doddington and Wimblington have a few bus services to a range of destinations for commuting, travel at other times is relatively poor. The commuting services assist people getting to work but only fit around certain working day patterns. Compared with other villages in Fenland District the level of service is quite high. Access to most towns or villages within Fenland is achievable by bus although availability is limited. There are no bus services beyond the early part of the evening and no buses on Sundays.

Bus Frequencies

The below table outlines the services and frequency of the buses operating in Doddington and Wimblington.

Table 10: Bus Frequencies in Doddington and Wimblington

Service	Operator	Weekday Frequency	Saturday Frequency	Sunday frequency
33 - Peterborough - Whittlesey - March (- Chatteris)	Stagecoach in Peterborough	only 1 service for commuting	only 1 service for commuting	No service
39 - Ely - Chatteris - March	Stagecoach in Cambridge	Up to 6 journeys to either Ely or March	Up to 5 journeys	No service
56 - Wisbech - March - Benwick / Manea	Stagecoach in Peterborough	Every 2 hrs to Doddington, hourly to Wimblington	Every 2 hrs to Doddington, hourly to Wimblington	No service
8 Citi - Chatteris - Cambridge	Stagecoach in Cambridge	1 return journey for commuting	1 return journey for commuting	
336 - Chatteris - Wimblington - Ramsey	SunFun Luxury Travel	Only 2 services for school purposes	No service	No service
V2 - Chatteris - Pidley - St Ives	Stagecoach in Cambridge	1 service for commuting plus every 2 hours off peak	No service	No service

Note there are no evening services.

6.4.3 Bus accessibility in Manea:

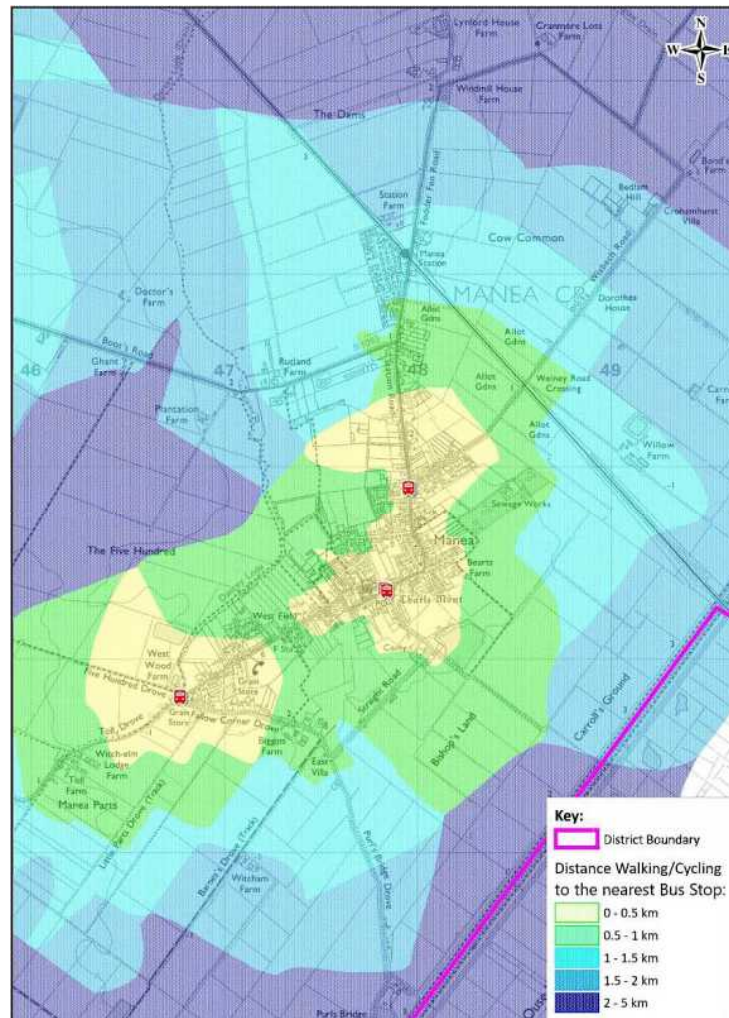


Figure 30: Bus Accessibility in Manea

Manea is a linear village and whilst those living within or very close to the village centre are within 500 metres of a bus stop, many residents are not. Bus services are limited within the village as there are around 4 services every two hours during the middle of the day. These services call directly at Wimblington, March and Wisbech. There is no bus service for commuting purposes and no Sunday bus service. Access to other parts of Fenland by bus is challenging due to the limited period of the day when you can travel by bus from Manea.

Bus Frequencies

The below table outlines the services and frequency of the buses operating in Manea.

Table 11: Bus Frequencies in Manea

Service	Operator	Weekday Frequency	Saturday Frequency	Sunday frequency
56 - Wisbech - March - Benwick / Manea	Stagecoach in Peterborough	two hourly in the middle part of the day	two hourly in the middle part of the day	No service

6.4.4 Bus accessibility in March:

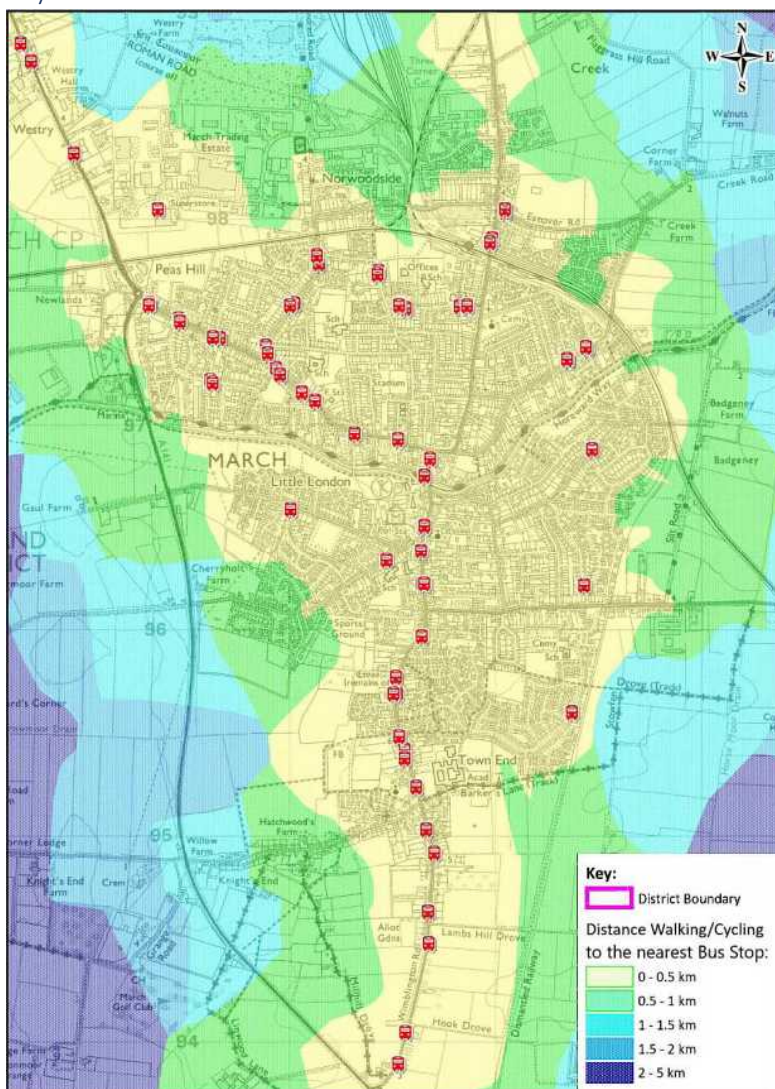


Figure 31: Bus Accessibility in March

Most of the community within March live within 500 metres of a bus stop. This is largely due to work undertaken by the Transport and Access Group to introduce new bus stops in partnership with Stagecoach. The town has hourly services to Wisbech, Whittlesey and Peterborough. Access to other places is approximately two hourly including Cambridge. There are no evening bus services and no Sunday bus services limiting accessibility without a car during these times. Based on the bus services available the stops closest to the town centre will be on routes where service frequency is hourly for those further away from the centre the frequency will be 90 minutes or two hours.

Whilst the hourly service to Whittlesey and Peterborough has a good frequency the March element includes the town service and the journey time is not competitive compared to the car or the train.

Bus Frequencies

The below Table 12 outlines the services and frequency of the buses operating in March.

Table 12: Bus Frequencies in March

Service	Operator	Weekday Frequency	Saturday Frequency	Sunday frequency
33 - Peterborough - Whittlesey - March (- Chatteris)	Stagecoach in Peterborough	Every 60 minutes	Every 60 minutes	Only one service
39 - Ely - Chatteris - March	Stagecoach in Cambridge	Up to 6 journeys to either Ely or Chatteris	Up to 6 journeys to either Ely or Chatteris	No service
56 - Wisbech - March - Benwick / Manea	Stagecoach in Peterborough	Every 60 minutes	Every 60 minutes	No service
8 - March - Chatteris - Cambridge	Stagecoach in Cambridge	Only one service for commuting	Only one service for commuting	No service
46 - Wisbech - Guyhirn - March	Stagecoach in Cambridge	Every 90 minutes	Every 90 minutes	No service

6.4.5 Bus accessibility in Whittlesey:

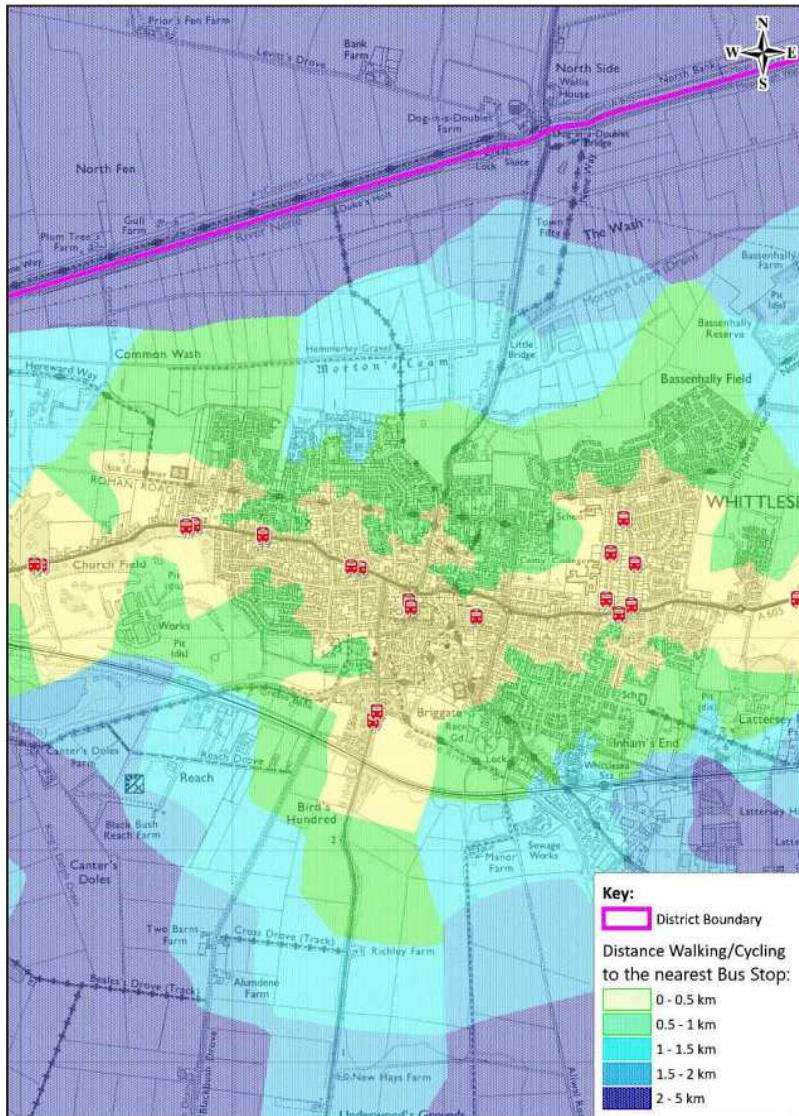


Figure 32: Bus Accessibility in Whittlesey

The town of Whittlesey is severed by the A605 which runs through east to west from March to Peterborough. As the bus route largely mirrors the A605 only those people living near the town centre are within 500 metres of a bus stop. Many households in the north of the town and in the southeast are a minimum of 15 minutes' walk from a bus stop.

There are good services to Peterborough during the daytime and on Sundays but no opportunities to travel in the evenings.

There are no bus services direct to Whittlesea Railway Station, the nearest stops being the bus station some 15 minutes' walk away.

Bus Frequencies

The below Table 13 outlines the services and frequency of the buses operating in Whittlesey.

Table 13: Bus Frequencies in Whittlesey

Service	Operator	Weekday Frequency	Saturday Frequency	Sunday frequency
33 - Peterborough - Whittlesey - March (- Chatteris)	Stagecoach in Peterborough	Up to every 30 minutes	Up to every 30 minutes	Up to every 60 minutes during the daytime into Peterborough.
31 - Peterborough - Ramsey	Stagecoach in Cambridge	Every 2 hours	Every 2 hours	No service

6.4.6 Bus accessibility in Wisbech:

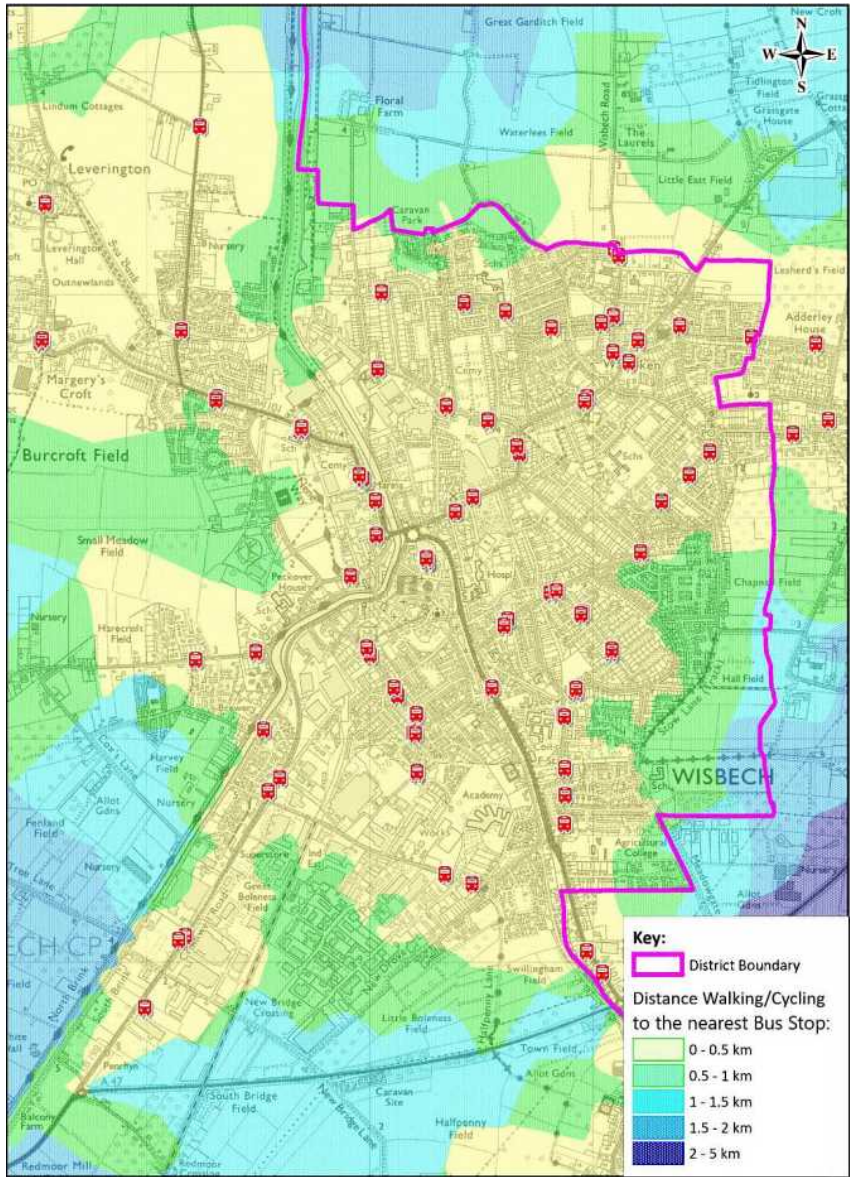


Figure 33: Bus Accessibility in Wisbech

Wisbech benefits from a regular town service (service 66) with a route serving the town centre and the communities in the north east during the day. This service is well used and operates on a commercial basis. Wisbech also benefits from the Excel service connecting the town to Peterborough, Kings Lynn and Norwich on a regular frequency from early in the morning until late in the evening seven days a week.

Access to the villages and also to March, Chatteris and Cambridge is much more limited including at evenings and weekends.

Bus Frequencies

The below Table 14 outlines the services and frequency of the buses operating in Wisbech.

Table 14: Bus Frequencies in Wisbech

Service	Operator	Weekday Frequency	Saturday Frequency	Sunday frequency
66 - Wisbech - Wisbech	Stagecoach in Lincolnshire	Every 30 minutes	Every 30 minutes	No service
46 - Wisbech - Guyhirn - March	Stagecoach in Cambridge	Every 1 and a half hours	Every 1 and a half hours	No service
46/X46 King's Lynn- Wisbech	Lynx	Every 2 hours	Every 2 hours	No service
56 - Wisbech - March - Benwick / Manea	Stagecoach in Lincolnshire	Every 60 minutes to March, two hourly from March to Benwick and Manea	Every 60 minutes to March, two hourly from March to Benwick and Manea	No service
60 - Wisbech - Downham Mkt - Swaffham	Go to town – West Norfolk's Community Transport	Up to once each hour	Up to once each hour	No service
Excel - Norwich - Dereham - Swaffham - Kings Lynn - Wisbech - Peterborough	First group	Every 30 minutes	Every 30 minutes	Every 60 minutes
50 - Wisbech - Long Sutton	Stagecoach in Lincolnshire	Only 5 services	Only 5 services	No service
68 Wisbech Tesco- Bus Station	FACT	Once each hour during the middle part of the day	No service	No service

6.5 Bus Accessibility from the Villages in Fenland

Villages with smaller populations and fewer services typically have infrequent and limited public transport. To ensure an accurate picture of accessibility in Fenland is portrayed it is essential to understand the availability within each Fenland settlement. It is noted that current bus services do not always meet residents needs one example is that in the areas around Whittlesea there are very limited services if any to meet the needs of secondary school students.

Appendix one sets out the results of some assessment work to understand the availability of transport in each settlement. The aim of this assessment is to understand the most and the least accessible places and to understand the transport gaps. The assessment hierarchy was developed as follows:

- Setting up a list of different frequencies of public transport. The frequencies assume 1 or 2 modes of transport and differentiate between weekday and weekend services, morning, afternoon and evening services and weekly services. 26 categories were developed in total.

- Based on the Fenland Local Plan Settlement Hierarchy report for 2013, a list of Fenland settlements was produced
- An assessment was made of the public transport available in each settlement. This was achieved by using the websites of public transport operators and generic sites such as National Rail Enquiries and Travel Line. **All assessments were made in November 2020**
- **Based on the public transport available in November 2020, each settlement was then added to one of the 26 categories.**

This assessment then gave an understanding of the most and least accessible places in Fenland. Table 12 sets out simplified version of the assessment information in Appendix 1. This table is intended to give a brief snapshot of settlement accessibility levels.

Table 15: Bus services from Fenland villages

Tier	Frequency of Service	Village
A	Hourly or better	<ul style="list-style-type: none"> • Guyhirn & Thorney Toll – every 30 minutes to Kings Lynn, Norwich, Peterborough and Wisbech from early in the morning to late at night and hourly on Sundays. • Coldham, Elm, Friday Bridge –hourly Monday to Saturday between March and Wisbech . Two hourly to Benwick and Manea • Doddington & Wimblington – hourly to March and Wisbech Monday to Saturday. Two hourly to Benwick and Manea.
B	Approximately every 90 minutes	<ul style="list-style-type: none"> • Service 46 calls at Rings End, Tholomas Drove, Westry, Wisbech St Mary. This service connects March and Wisbech
C	Every two hours	<ul style="list-style-type: none"> • Benwick- to March and Wisbech there are two hourly services during the day • Coates and Eastrea - two hourly Monday to Saturday and one service in each direction on a Sunday. This offers travel into Whittlesey and Peterborough and March. There is also commuting access to Chatteris. • Manea – two hourly railway services to Peterborough, Ely and Ipswich, 7 days a week. Bus services on a two-hourly frequency to March and Wisbech Monday to Saturday • Chatteris - one direct service each way for commuting to Cambridge, Huntingdon and March. Connections at March/Huntingdon for Peterborough and Ely/Huntingdon for Cambridge during the day but often long wait times for connections • Pondersbridge - Commuter service into Whittlesey and Peterborough with two hourly services during the day, Monday to Saturday.

D	Less than two hours frequency	<ul style="list-style-type: none"> Service 50 – Long Sutton to Wisbech calls at Foul Anchor, Gorefield, Leverington, Newton, Tydd Gote and Tydd St Giles. There are two services in the morning and three in an afternoon. These include services for commuters.
E	College/Commuter Service 5 days a week with ad-hoc services during the middle of the day	<ul style="list-style-type: none"> From Bellamy's Bridge and Church End, a college service is available to March and Wisbech. There is one bus in each direction per day in term time. From Murrow and Parson Drove there is a college/commuter service to March and Wisbech. There is one bus in each direction per day in term time. There is also one journey into Wisbech in each direction on Thursdays during the early part of the day.
F	No bus service	Colletts Bridge, Fitton End, Stonea Turves

6.6 Accessibility to Primary Schools, Secondary Schools and other Education Centres in Fenland:

The below shows the accessibility of schools across Fenland. The first set of maps provides access to primary schools 5-11 years old, Secondary school and colleges which cater for 12-18 year olds- with some colleges offering course for other age ranges, Other education includes special schools which provide education to children with special educational needs.

6.6.1 Accessibility to Primary Schools, Secondary Schools and other Education Centres in Chatteris:

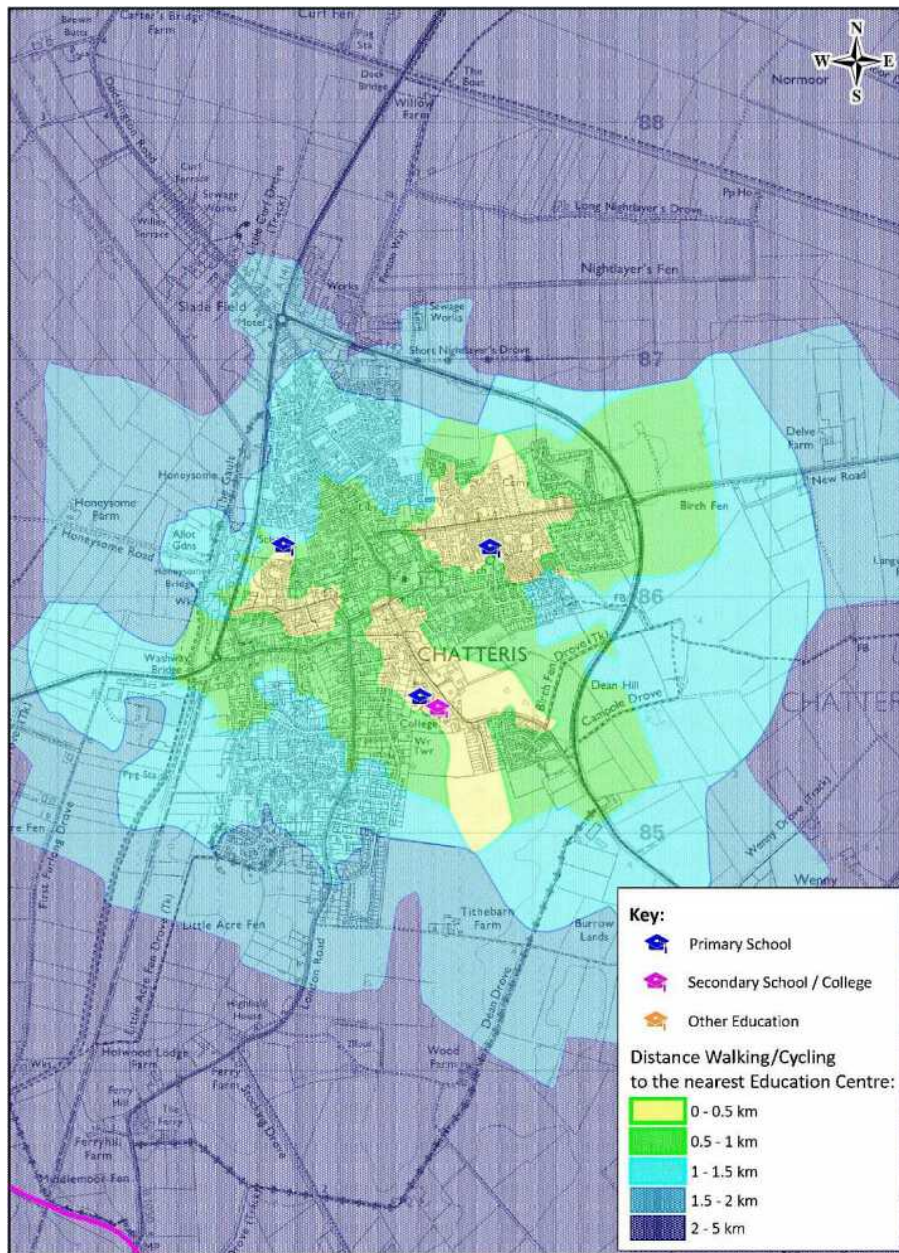


Figure 34: Access to Education in Chatteris

The two primary schools in Chatteris are located to the north of the town and the secondary school/college is in the north. Accessibility to education provision therefore differs greatly depending on where in Chatteris you live. There are also significant numbers of homes in the north west and south west of the town that are least a kilometre from any education centre.

6.6.2 Accessibility to Primary Schools, Secondary Schools and other Education Centres in Doddington and Wimblington:

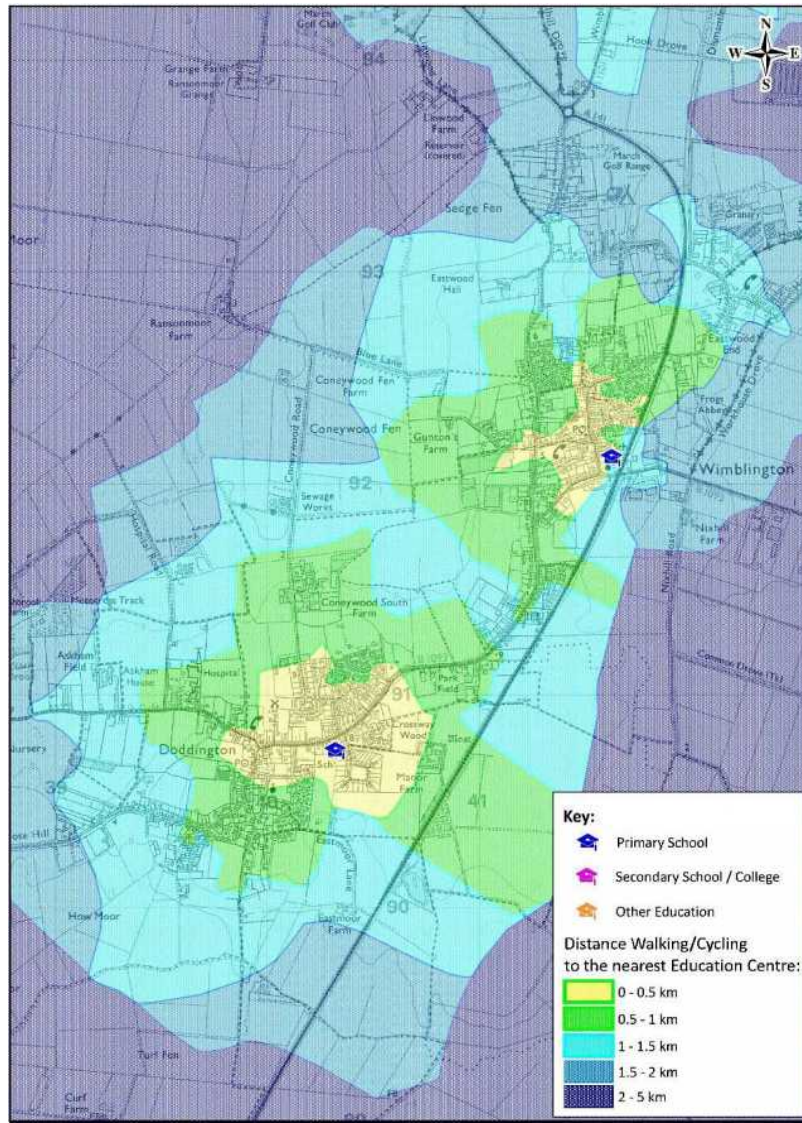


Figure 35: Access to Education in Doddington and Wimblington

Most dwellings within Doddington and Wimblington villages are within a 500-metre walk or cycle of the primary school. Those outside of this distance are within a 1 kilometre walk or cycle of the school except for a small number of dwellings in the south of Doddington that are further away. This indicates good accessibility within each village to the primary school. Secondary education or college will be accessed by bus, typically in Chatteris or March.

6.6.3 Accessibility to Primary Schools, Secondary Schools and other Education Centres in Manea:

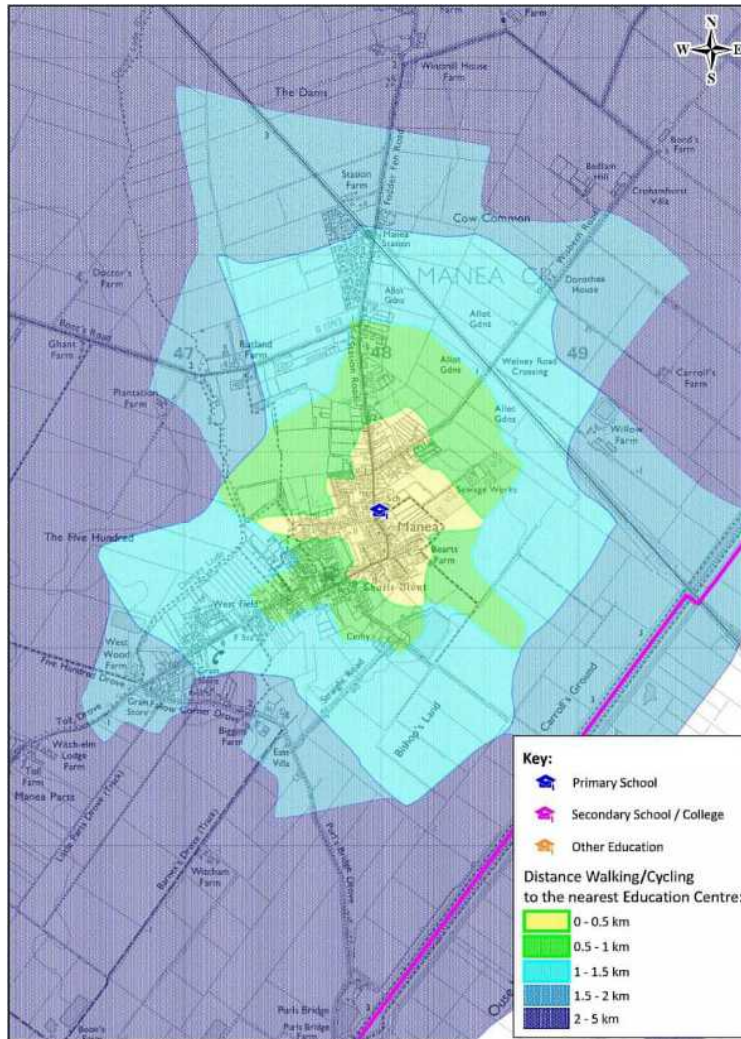


Figure 36: Access to Education in Manea

Manea village is linear and therefore large numbers of dwellings are outside a 500-metre catchment for the school. Dwellings situated within the village centre close to the facilities are within this catchment. Some residents within the village are at least 2 kilometres from the school. Secondary education can be accessed by bus to Chatteris and March or by train to Ely, March or Peterborough.

6.6.4 Accessibility to Primary Schools, Secondary Schools and other Education Centres in March:

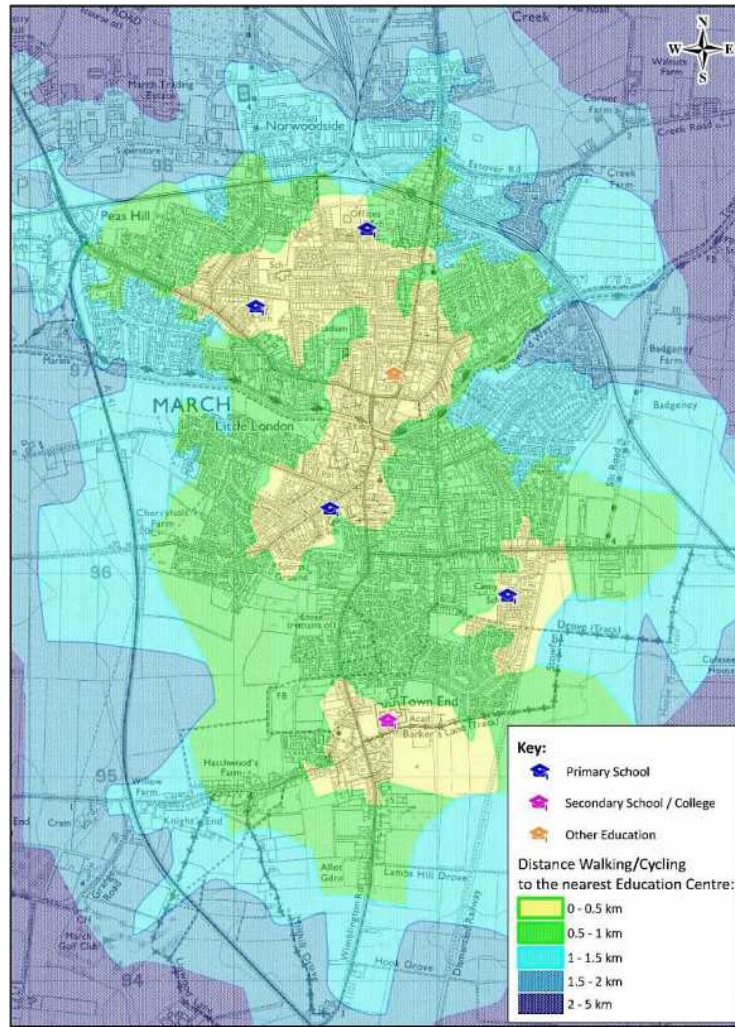


Figure 37: Access to Education in March

As the four primary schools are located in different areas across March, with the exception of the south of town, there is good access to primary schools. Conversely, because Neil Wade Community College is in the south of March there are therefore large numbers of homes across the rest of the town that are not within 500 metres of the school.

6.6.5 Accessibility to Primary Schools, Secondary Schools and other Education Centres in Whittlesey:

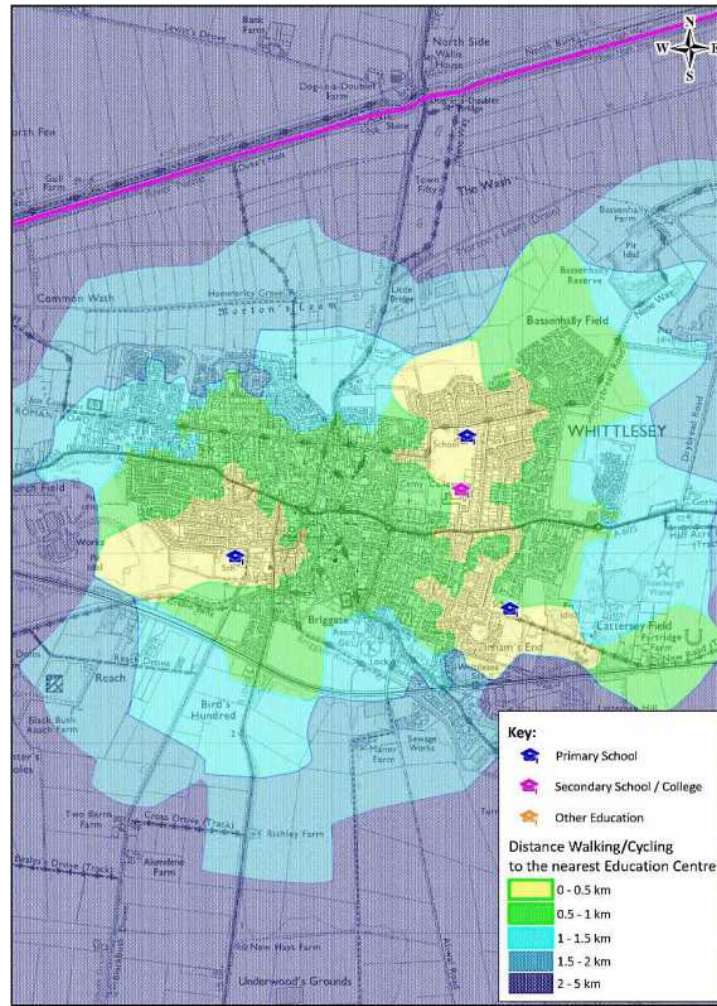


Figure 38: Access to Education in Whittlesey

Whittlesey has 3 primary schools located in the north east, south east and south west. Some areas closer to the town centre as well as those on the outskirts of town are therefore not within a 500 metres distance of these schools. The secondary school is in the north east of the town and therefore those in the west and the south have a longer and more difficult journey to this school.

6.6.6 Accessibility to Primary Schools, Secondary Schools and other Education Centres in Wisbech:

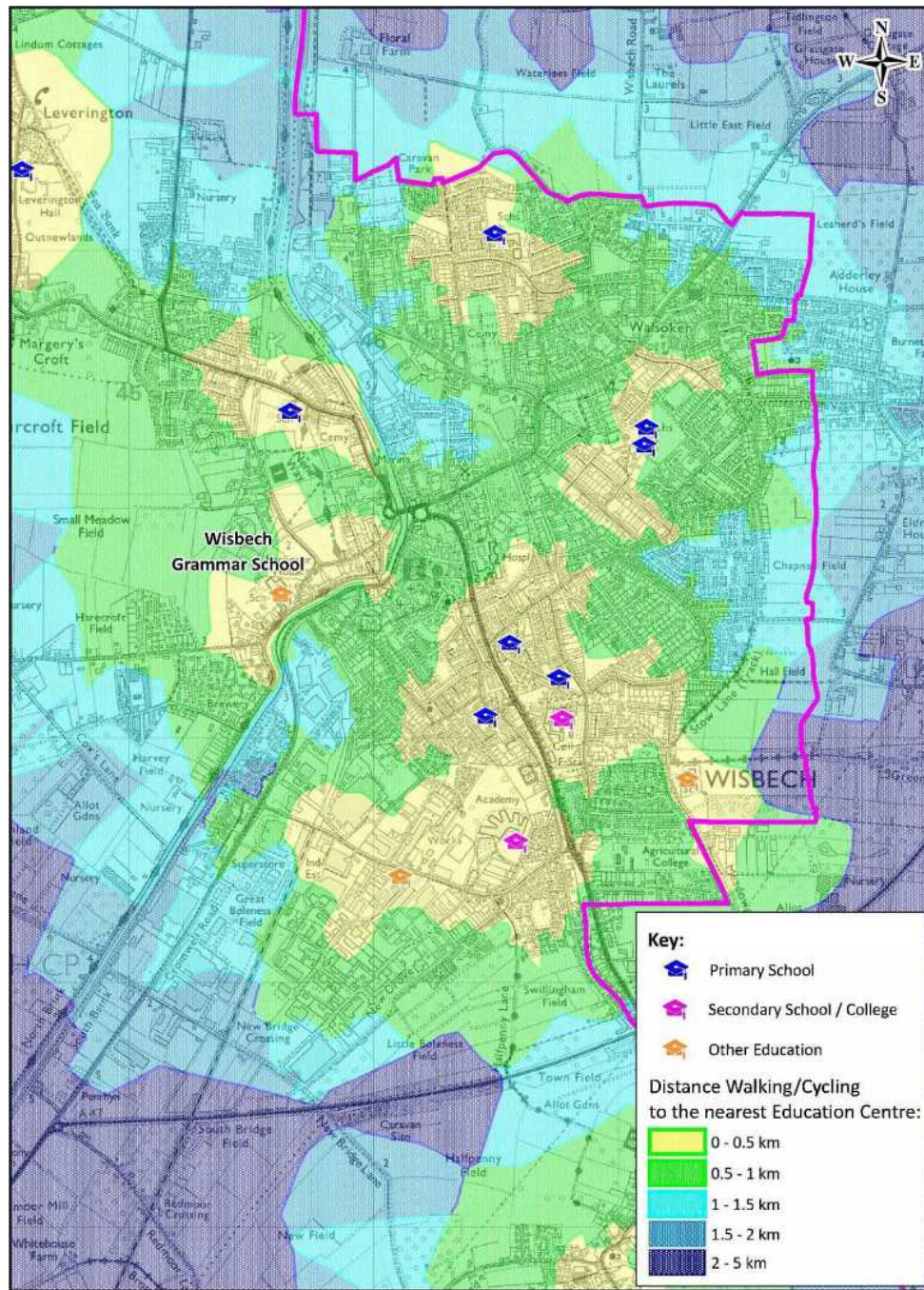


Figure 39: Access to Education in Wisbech

Wisbech has seven primary schools located around the town. Some parts of East and South Wisbech are more than 500 metres from a primary school. The three secondary schools/colleges are all within the south of Wisbech and therefore many residents are at least 1 kilometre away from these schools/colleges.

6.7 Access to colleges

Figure 40 and Figure 41 shows access to Peterborough Regional College, Huntingdonshire Regional College, The College of West Anglia: Wisbech, and Further Educational Colleges in Cambridge via car. It is recognised that not all students will use this mode. Access via public transport is likely to involve longer journey times or not be convenient. Some colleges do provide their own bus services for their students to make them more attractive for students further away. This creates a very complex picture. Each education establishment determines its own prospectus and the courses it wishes to offer, along with timetabling and availability. When transport to access a course is a key factor this which means some students will be able to access their first-choice courses they wish to whilst others will be unable to.

There is only one college in Fenland at Wisbech so many students must travel outside the district. It should be noted that all the Secondary Schools in Fenland offer 16-18 education. However due to the courses being offered sometimes significant journeys have to be made by students to a school or college that offers their choice of course/s.

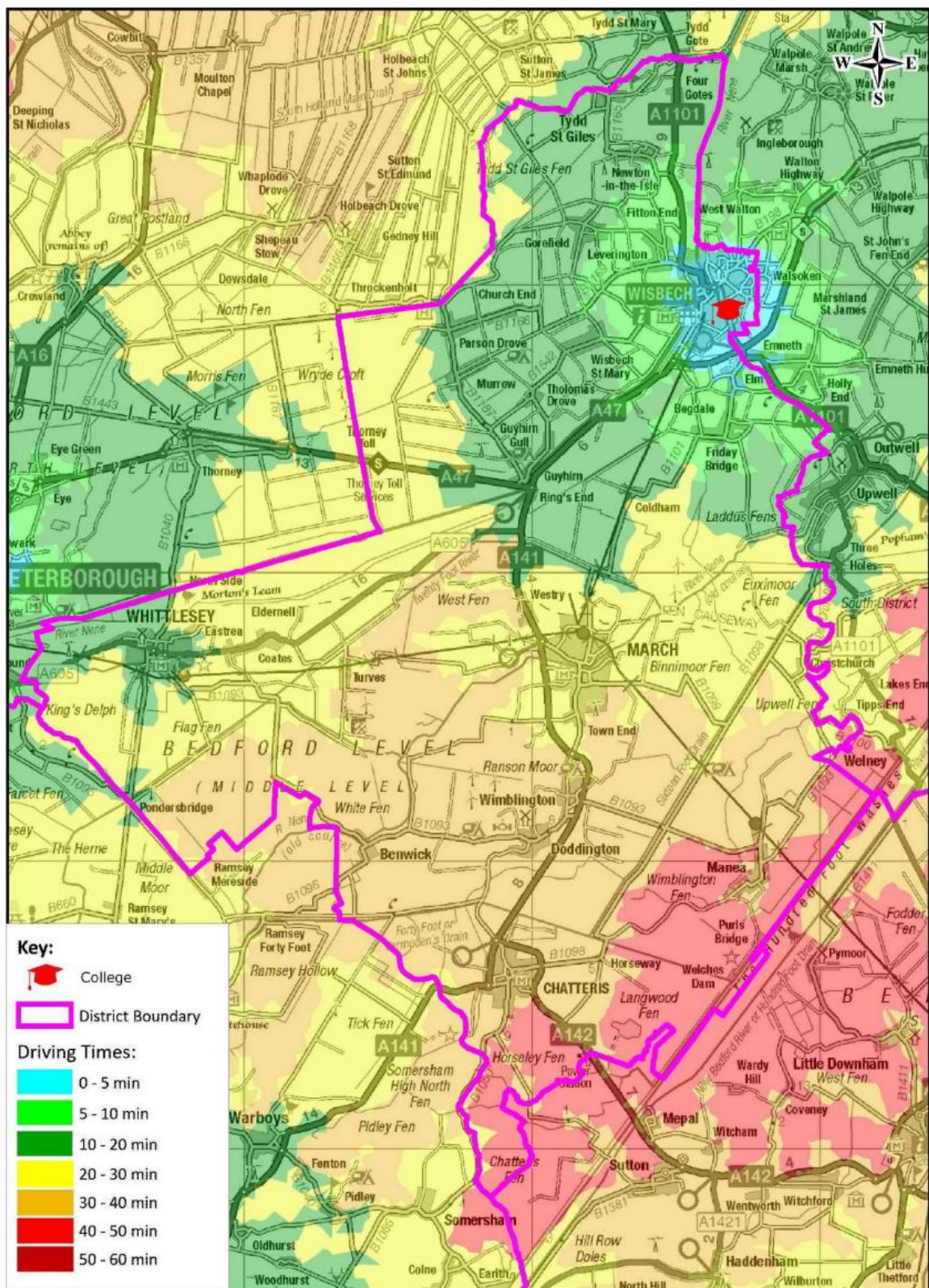


Figure 40: Access to Colleges in Fenland zoomed in

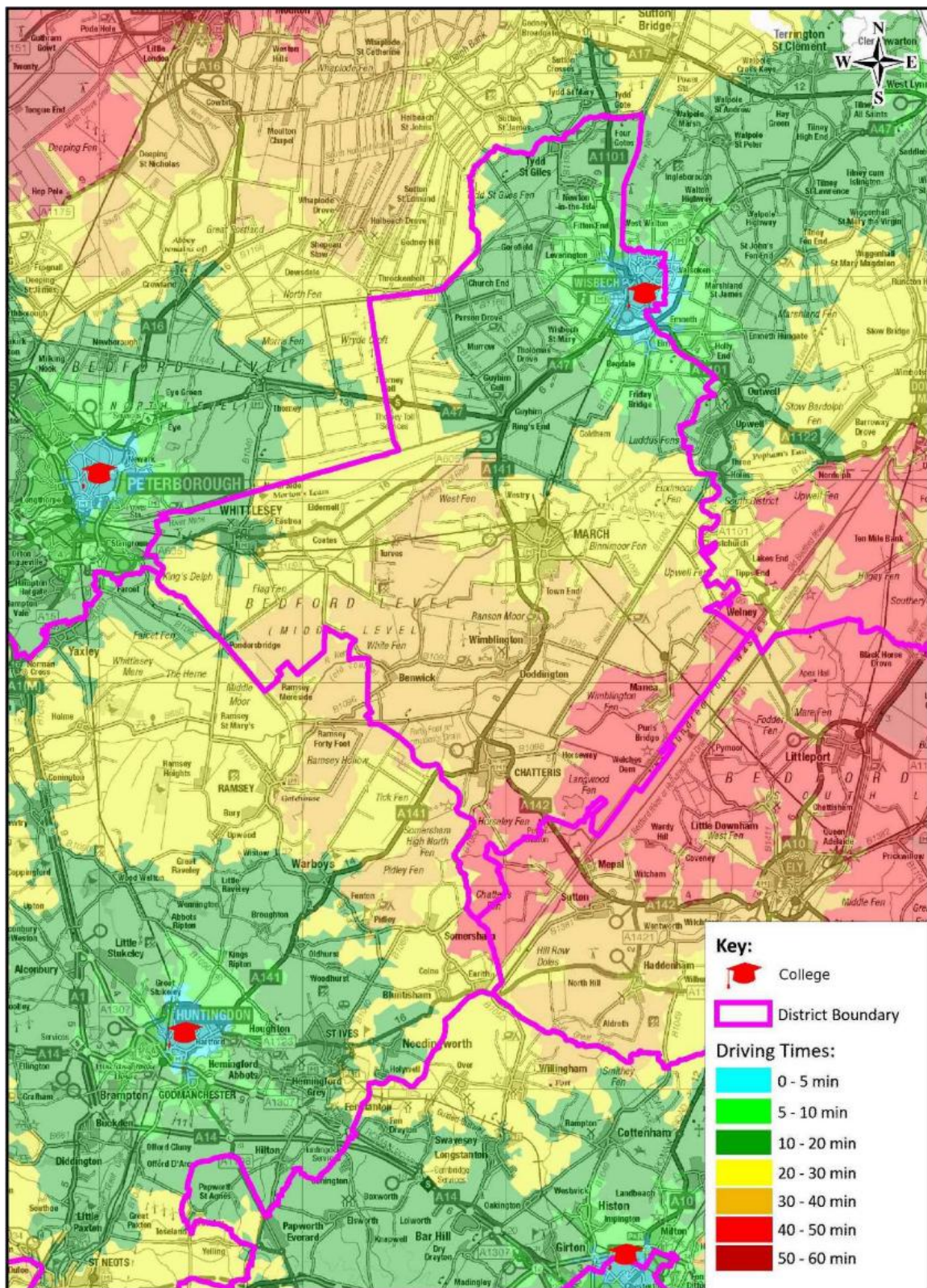


Figure 41: Access to Colleges in Fenland Zoomed out

Chapter 7 Active Travel

Active travel has a big role to play and help meet the objectives of the Fenland Transport Strategy. This section provides a summary of active travel in the Fenland area.

Cambridgeshire County Council produces a Traffic Monitoring Report²⁸ which includes information on the number of people walking and cycling into the Market Town Centres. The latest report was produced in 2019 from which all the figures mentioned below are taken.

The information provided in Table 15 and Table 17 is indexed to 2010 figures. The figures are indexed to show the development of a number over time and is not any specific unit. The base year has been set to 2010 (all values are 100). If in a following year the value was 110 this would indicate an increase of 10%. The 2020 12-hour flow are provided as a reference- this is the number of cycles or pedestrians (dependent on table) which crossed the monitoring points in the towns between 7am and 7pm. It should be noted that the 2020 figures were collected on 3rd November, 2 days before the 5th November 2020 lockdown. The government announcement of the lockdown had taken place by the 3rd November so whilst the count was taken during a period of restrictions easing the effects of Covid-19 travel restrictions are seen in the 2020 figures.

Table 16: Cycles entering and leaving towns indexed to 2010

Year	2010	2016	2017	2018	2019	2020	2020 12 hr flow	2020 modal split
Wisbech	100	133	158	154	139	71	159	0%
March	100	81	91	110	101	75	512	1%
Chatteris	100	90	235	70	80	120	48	0%
Whittlesey	100	285	269	221	115	95	111	0%

²⁸ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-traffic-data>

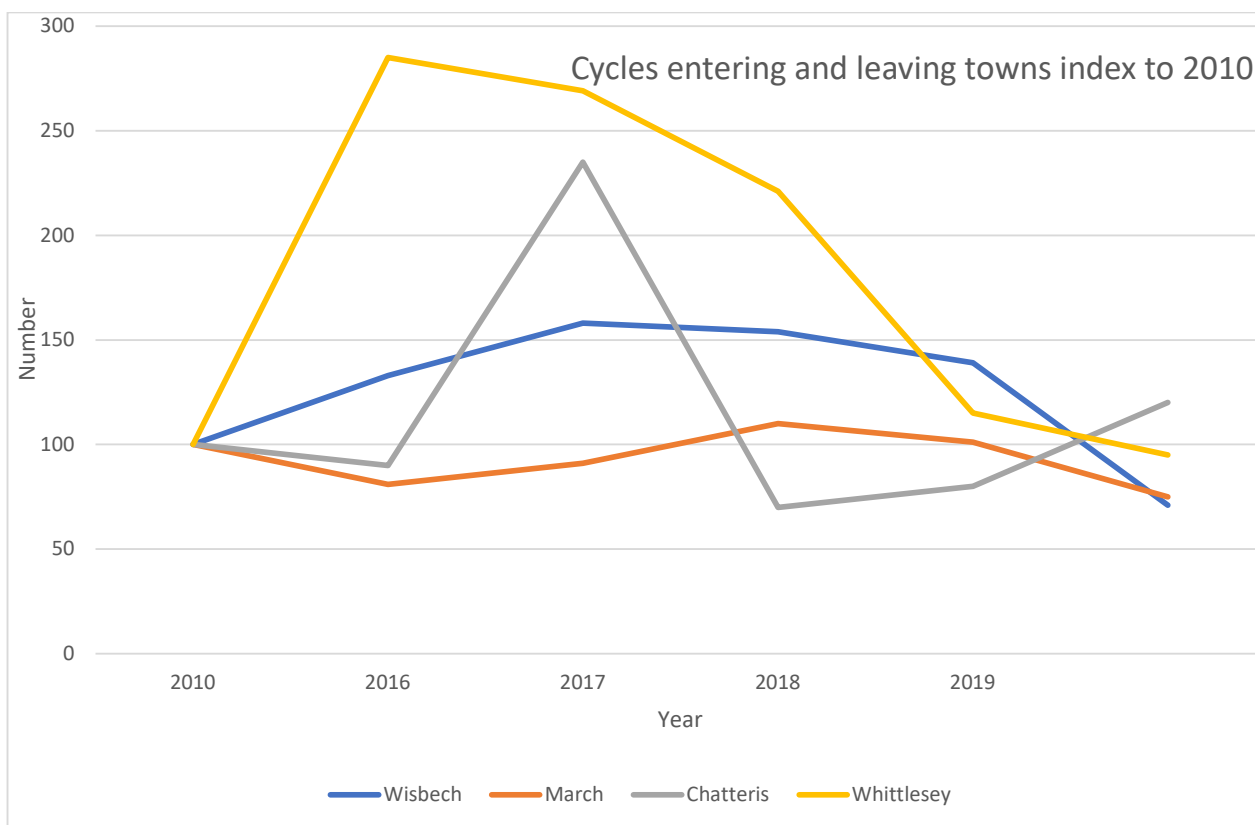


Figure 42: Cycles Entering and Leaving Towns

From Table 15 and Figure 42 above it can be seen in absolute numbers the number of people entering the market towns in Fenland by cycle is relatively low. It should be noted however that these figures take no account of the population size of the towns. Given the relatively small absolute numbers this can lead to fairly large percentage changes. Cycle mode share across all the towns is also very low at less than one percent in all the towns.

Table 17: Pedestrians entering and leaving towns index to 2010

Year	2010	2016	2017	2018	2019	2020	2020 12 hr flow	2020 modal split
Wisbech	100	139	180	174	160	105	549	1%
March	100	95	96	150	138	139	1,314	4%
Chatteris	100	210	420	186	189	153	194	1%
Whittlesey	100	251	215	242	143	146	228	1%

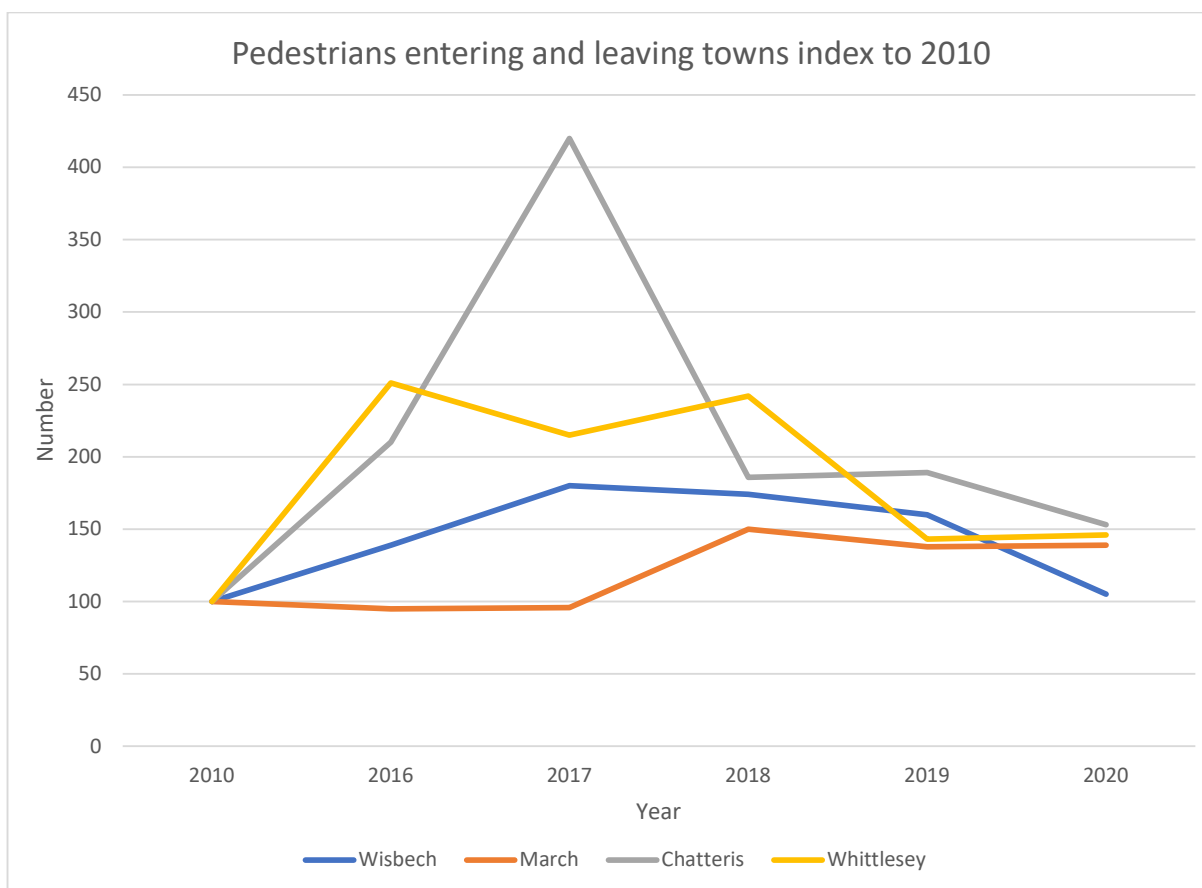


Figure 43: Pedestrians Entering and Leaving Towns

Table 17 Figure 43 above show a similar situation to cycling in terms of pedestrians entering and leaving the towns although the mode share is slightly higher.

It is hard to give detailed reasons as to why active mode share is so low in the Fenland market towns but it is likely to be a combination of factors. These could potentially be: unsuitable facilities for walking and cycling, weather on the day of surveys, people unaware that walking and cycling could be a suitable transport mode, distances too far, perception or risk, used to using car.

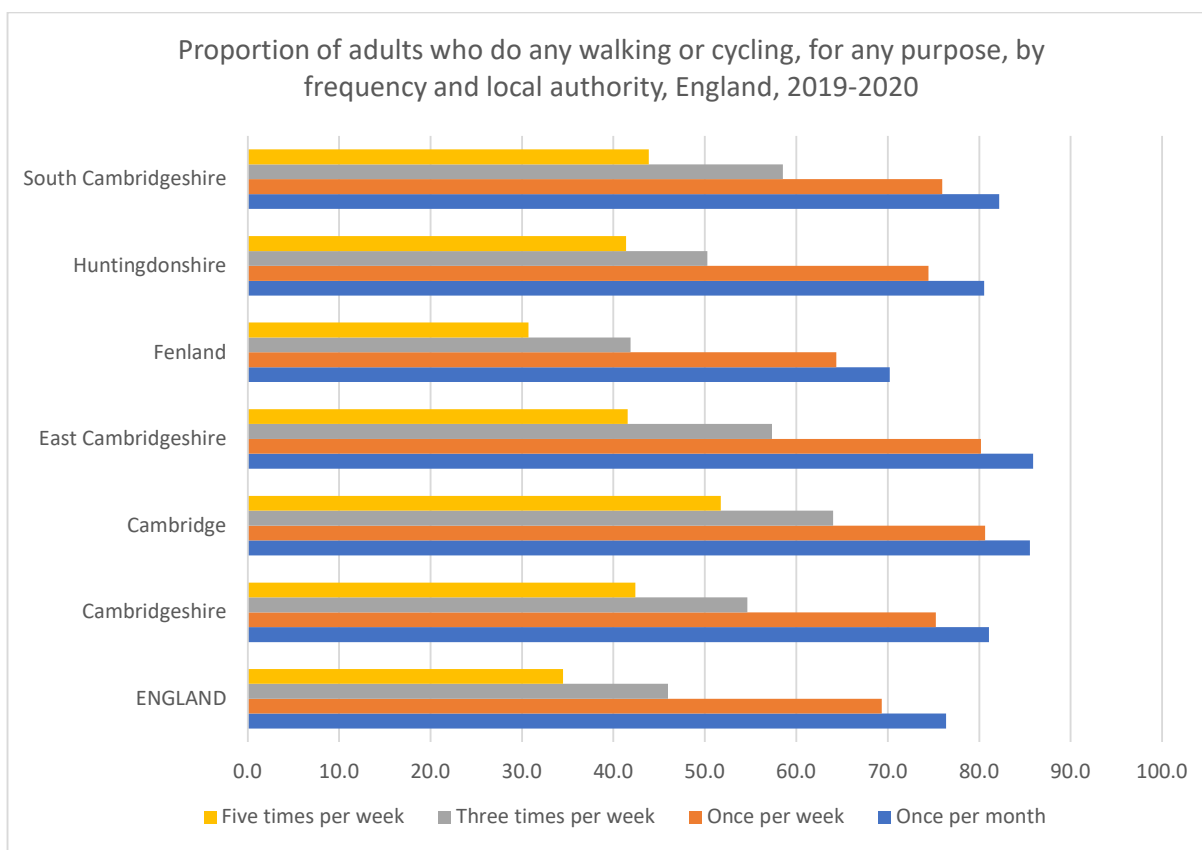


Figure 44: Proportion of adults who do any walking or cycling, for any purpose, by frequency, 2019-2020

Source: <https://www.gov.uk/government/collections/walking-and-cycling-statistics>

Figure 44 above shows that percentages of adults walking and cycling in Fenland are generally the lowest for all frequencies when compared with other districts in Cambridgeshire. When compared with the averages for England the figures are similar.

Chapter 8 Digital Connectivity

The Connecting Cambridgeshire programme - led by Cambridgeshire County Council, supported by District Councils and the Cambridgeshire & Peterborough Combined Authority - is significantly improving broadband, mobile and public access Wi-Fi coverage, whilst securing future proof full fibre and 5G networks to take advantage of emerging technology.

As a rural district with a scattered population around the main towns of Wisbech, Chatteris, March and Whittlesey, the geography of Fenland presents particular technical challenges for the delivery of digital infrastructure. However, the district has seen high levels of deployment to improve broadband connectivity and work is underway to improve mobile coverage.

As mentioned in the introduction a range of factors must be considered when discussing digital connectivity and go beyond just having a physical broadband connection or mobile phone signal. There is also a requirement to have access to a suitable device (computer, tablet or smartphone), the skills and experience to use that device and the ability to pay for the services you require.

Assuming a device is available, a lack of digital connectivity also makes it more difficult to be productive (especially when outside your home or office) and access to useful services such as real time passenger information (RTPI) to advise of changes or disruptions in public transport services is reduced. Rural areas such as Fenland often suffer the double effect of having poor access to physical services and poor digital connectivity.

8.1 Superfast Broadband and full fibre

Connecting Cambridgeshire is extending high speed fibre broadband access to homes and businesses across the county that would not have been able to get it otherwise.

- Most premises (>95%) in Fenland can now access superfast broadband speeds of at least 24Mbps as of 2020
- This should rise to >97% over the next 18 months.
- There will always be several very rural hard to reach areas although it is noted that this may change with technology improvements. We are working to fill remaining gaps in coverage by encouraging groups of premises in hard to reach rural areas to apply for the Government's Rural Gigabit Vouchers to cover the cost of installing full fibre connections. With top up funding from the CPCA, businesses can get up to £5,000 and households up to £300, which can be pooled as part of group project.
- 30% of premises can now access the latest Fibre to the Premise technology (FTTP) bringing speeds of 300 Mbps+ (above the national average of 16%).

When the programme began in 2012, <60% of premises in Fenland could access superfast broadband.

8.2 Public Access Wi-Fi

Public access Wi-Fi has an important part to play in supporting communities, particularly in areas where mobile coverage is poor and residents cannot afford broadband subscriptions. It can also contribute to supporting health and well-being, and digital inclusion in rural areas.

Free public access Wi-Fi (CambWifi) is already available at over 150 sites countywide, including Fenland libraries, leisure centres, park & ride sites community/children's centres, sheltered housing schemes, and council buildings. The network is being further expanded by Connecting Cambridgeshire so that more people can get online in village halls across the county

<https://www.connectingcambridgeshire.co.uk/public-access-wifi/public-wifi/>

8.3 Mobile coverage

Mobile connectivity is now seen as an essential utility for business, and the public using mobile devices from home, at work and on the move; and, for public authorities to deliver services effectively in an increasingly interconnected world.

Mobile coverage across all of Cambridgeshire is causing concern amongst businesses and communities, as it has a negative social and economic impact.

Connecting Cambridgeshire is working with mobile operators, local businesses and government to share data to improve mobile coverage and capacity. Local surveys and the latest Ofcom data have been used to identify partial 'notspots' where better mobile coverage would bring a range of economic and community benefits.

The region could also benefit from the Shared Rural Network (SRN) programme supported by a joint investment of £1billion from government and industry to increase 4G coverage to at least 95% of the UK by 2026. This includes a new infrastructure sharing agreement between the four mobile operators to share and upgrade masts in areas which would otherwise not be commercially viable.

The below figures are taken from <https://checker.ofcom.org.uk/mobile-coverage> mobile phone coverage map accessed in December 2020, this was done for indoor 4G coverage. The maps show a varied picture of connectivity depending on which network provider you use. However, for all providers there is good coverage across the towns and the main villages. It should be noted that these maps are produced based on computer predictions so often the coverage may not be as shown, and there will be local variations.

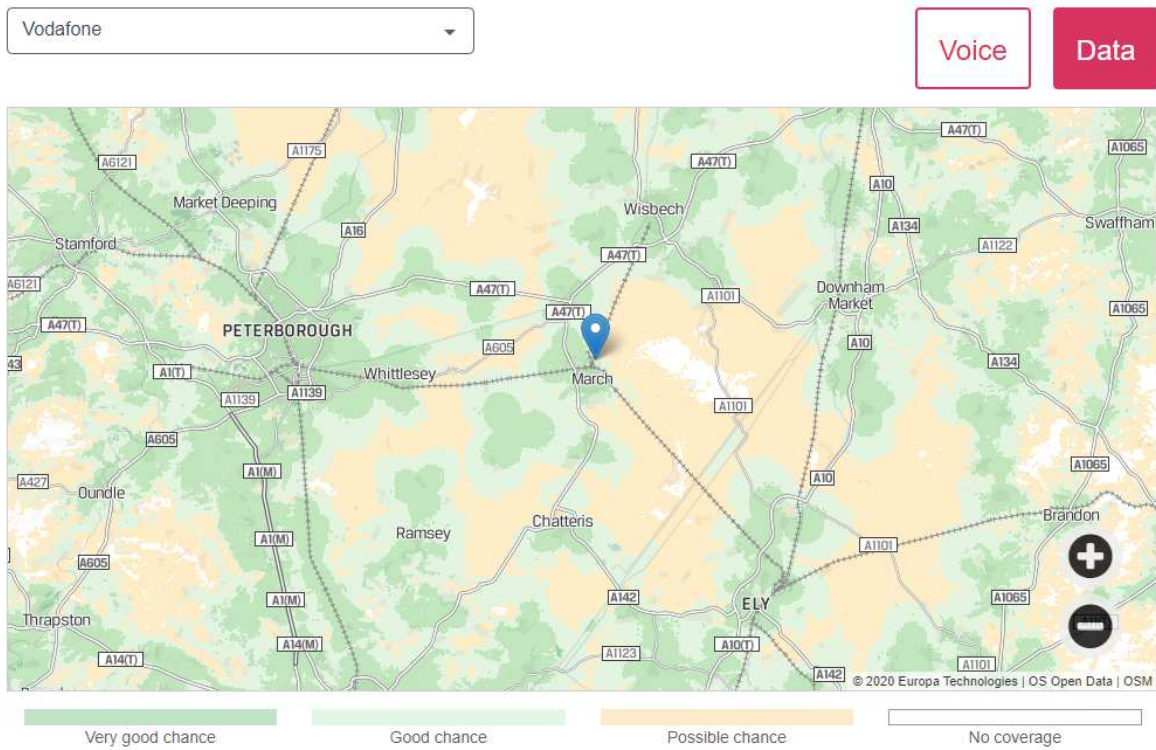


Figure 45: Fenland Mobile phone coverage Vodafone

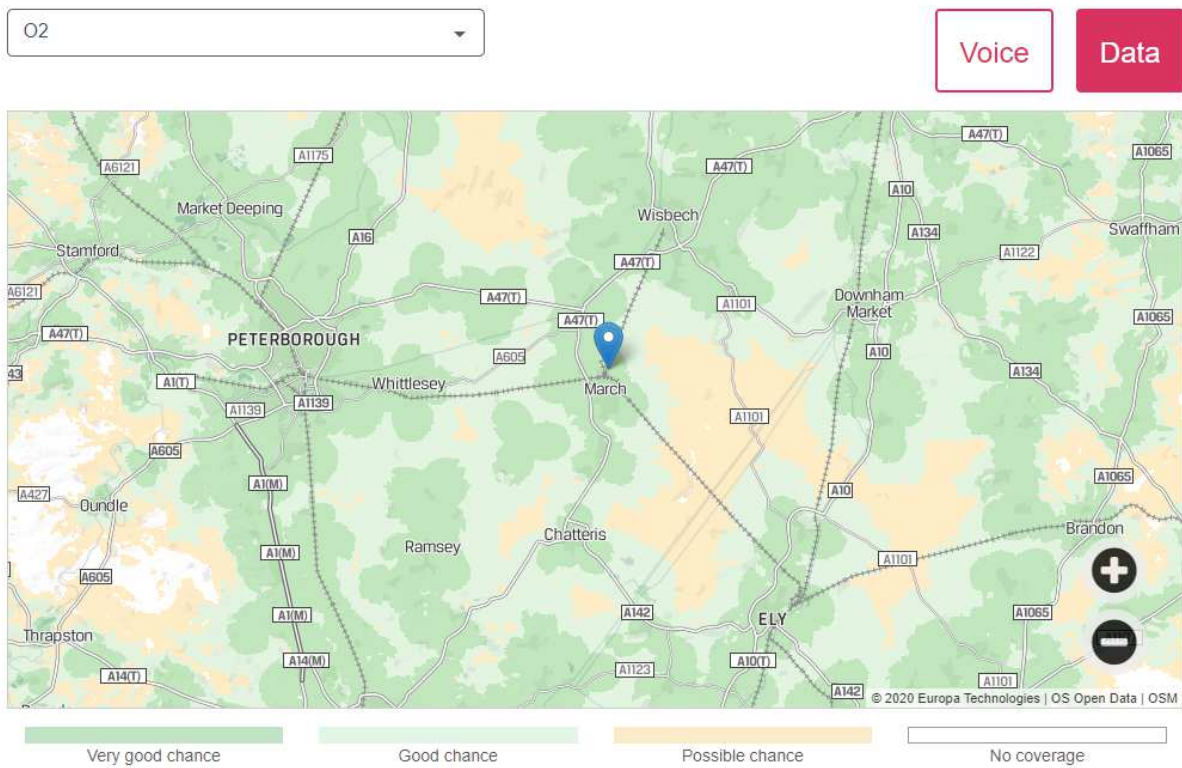


Figure 46: Fenland Mobile phone coverage O2

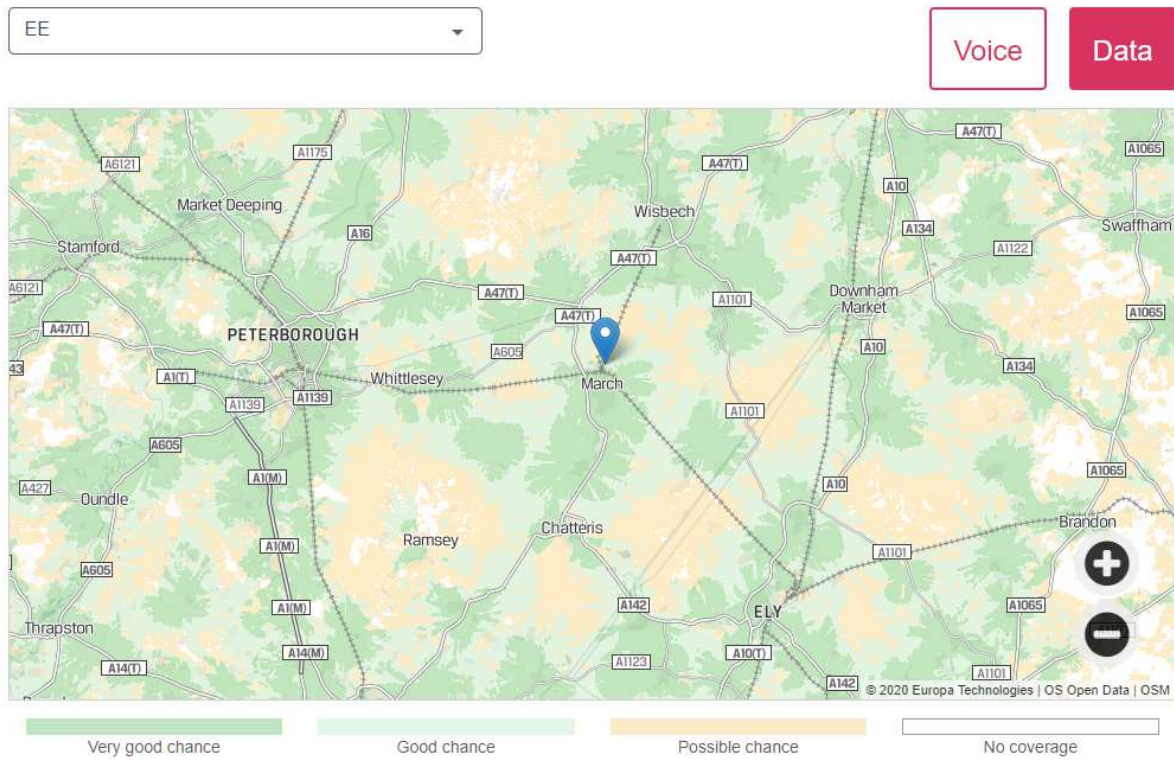


Figure 47: Fenland Mobile phone coverage EE

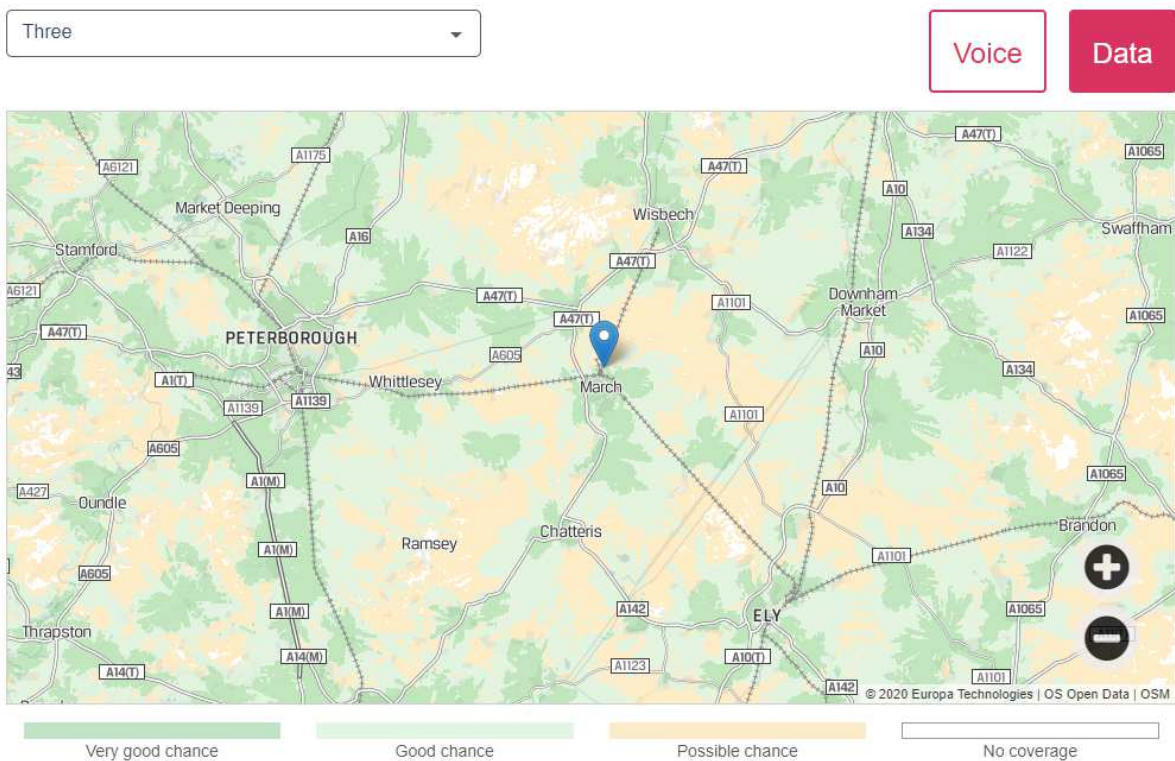


Figure 48: Fenland Mobile phone coverage Three

8.4 Smart Places - advanced communications and emerging technology

Advanced data techniques, sensor technology and digital connectivity are creating opportunities for better productivity and innovative solutions, which can positively impact on business growth, community well-being and the delivery of public services across the region.

'Smart' technologies and data solutions, such as the better use and display of real-time transport information (RTPI), that have been developed by the Smart Cambridge programme are being extended to bring digital solutions to Cambridgeshire's market towns including those in Fenland.

The programme is looking to install Smart Panels in local authority buildings such as council offices and libraries in Fenland. These screens are tailored to their specific location and show traffic conditions, train times and bus arrivals at the nearest stops in real time to help plan your journey. They also provide weather information and can be customised to show local Twitter feeds (such as the council feeds or traffic information) and webpages. By installing these screens, accurate real time travel information can be provided to users. A mobile version, the Pocket SmartPanel is also available and can be customised by the user on their own device to show information for their preferred bus and rail stops. In addition, the Smart team are also working with the CPCA on a journey planning tool which will cover the full Combined Authority area when released.

There is also an intention to install a sensor network (most likely a Low Power, Long Range network known as LoRa). Once installed, this network will allow sensors to be connected easily and at a low cost. It can be used by the local authority, businesses and residents to capture information about the town. There are many potential uses depending on the sensor installed, such as: monitoring water levels, air quality, rainfall, temperature, humidity. The programme has also engaged with a other councils and businesses who have used this technology for a variety of reasons to understand the potential use. Cases include monitoring public litter bin fullness levels so operatives only have to be sent to empty those that are full, monitoring temperature across the county to facilitate plans for gritting in cold weather and the use of rainfall and weather sensors by farmers to help monitor the conditions in their fields from a distance in real time.

This work is in progress now. Smart panel screens will be ordered and configured with the aim of installing them as soon as possible to ensure travel information is available to support travellers as the lockdown restrictions begin to ease. Procurement to support the sensor network deployment has also been initiated with the target installation date of June 2021. A piece of work on 5G has been commissioned with the hope of understanding which providers have plans to deploy in the region and how we can facilitate a deployment to ensure Fenland and other Cambridgeshire districts are able to benefit from this new technology as soon as possible.

Chapter 9 Summary/Results

The below provides a summary of the key findings from this work. These are listed below to add discussion and generate comments. After engagement with stakeholders this section of the report will be updated.

9.1 Key Findings

- Accessibility to and from Fenland is more challenging now than in 2004/2006. This is largely due to a more limited bus services, health policies around centralising medical services and the location of education courses
- 20% of all households in Fenland do not have access to a car. This amounts to around 20,000 people and is a statistic that has remained static over the last two decades
- Access to hospitals and to further and higher education courses (specifically access to the right course) are significant challenges
- The Sustrans 2012 research Locked Out, suggested that Fenland is worst affected area in the country for transport poverty. This was based on 3 criteria – areas of low income, areas where a significant proportion of residents live further than a mile from the nearest bus or railway station and areas where it would take longer than an hour to access essential goods and services by walking, cycling and public transport. It is suggested that this is now a more significant challenge than it was in 2012.
- The importance of the railways in Fenland offering shorter journey times is recognised as being key
- The success of improving accessibility to and from Manea -from one of the least accessible places to one of the most accessible (for those who are able to use train services)
- The extent to which community transport is supporting improved accessibility. This includes dial a ride and community car schemes along with befriending clubs and during the coronavirus pandemic the shopping service
- The importance of the community hospitals in Fenland especially given the longer distances to specialist hospitals
- Chatteris as one of our 4 market towns has seen a significant reduction in bus services between 2010 and 2020. From being one of our most accessible places, transport services now require changes of bus and services are typically infrequent
- The least accessible places in Fenland are now Colletts Bridge, Fitton End, Stonea and Turves. (perhaps we need to understand how many people this affects). Bellamy's Bridge, Church End, Murrow and Parson Drove are also very inaccessible.
- The least accessible places in 2006 and 2020 are typically smaller settlements that are geographically located in more isolated places.
- Levels of walking and cycling in Fenland are low. Improving walking and cycling levels is essential to improve accessibility but also for improving health another inequality that is highlighted for Fenland
- Digital connectivity is perhaps better than you might expected but how do we encourage greater levels of use.

9.2 Areas for improvement

- Addressing accessibility is critical to addressing wider social and economic issues that exist within Fenland e.g. poor educational attainment and access to employment
- Policies and policy implementation in other sectors (e.g. health, education) is disadvantaging people living in rural areas such as Fenland where accessibility is an issue. Policies such as NHS choice and the courses that specific colleges offer create accessibility challenges

- Improving access to Doddington Hospital given its more isolated location, is crucial
- The importance of planning policy and the settlement hierarchy – policies to encourage basic services (e.g. shops in smaller communities) and significant development in more accessible communities
- Significant work has been undertaken to ensure that as many households as possible are within 400 metres of a bus stop. Changes to bus services and frequency of bus services impacts on the effectiveness of this approach
- The challenge of providing evening and weekend travel for people who do not have a car
- How to develop interchanges – interchanges are needed to get those people living in smaller communities to the towns, to main transport corridors and to transport interchanges. Support the current LTP policy around this?
- The need for a more flexible regulatory framework for bus services – rural areas will always have limited or no competition of services. Greater flexibility and the opportunity to link bus and community transport services is needed. References to CPCA Bus Review?
- Murrow remains one of the least accessible places in Fenland – What if anything can we learn from approaches that have been tried to address this situation. It isn't as simple as just increasing the frequency of the bus service as this has been tried twice by two different operators and each time the service was not used.
- The challenge of improving accessible places in 2006 and 2020 are typically smaller settlements that are geographically located in more isolated places.
- How to improve levels of walking and cycling – links to Fenland Walking and Cycling Strategy? Securing funding for walking and cycling improvements.

9.3 What ideally do you we need to address?

- Access to hospitals for specialist services
- Access to colleges and further/higher education courses
- Transport services at key times
- Transport services in the evenings and weekends
- Improving walking and cycling
- Ensuring that most people are using computer services and are able to use computers
- Ensuring services are suitable for the diverse needs of the communities

Chapter 10 Stakeholder views and Feedback

10.1 Approach

As part of the development of this report it was felt that the views and knowledge of key stakeholders would be important. To this end key stakeholders were contacted in October 2021 and were given time to review and provide comments on a draft version.

Officers from Fenland District Council and Cambridgeshire County Council were also available to answer questions and there were a few virtual drop-in sessions available for people to attend if they wished to discuss this report in more detail.

It should be noted that at this time the engagement was focused on key stakeholders because this report will form a key element of the Fenland Transport Strategy with a much wider engagement.

10.2 Key Stakeholders Contacted

A series of stakeholder groups and organisations were asked to comment from October 2021 to November 2021. These organisations were as follows:

- Fenland Transport and Access Group
- All Fenland Town and Parish Councils
- All Fenland District Councillors
- Cambridgeshire County Councillors representing Fenland and the Chair and Vice of CCC's Highways and Transport Committee
- Transport Operators- Bus, Trains, Community Transport
- Care Network
- Cycling Groups
- Walk/rights of way groups
- Cambridgeshire ACRE
- Cambridgeshire and Peterborough Combined Authorities Transport Team
- Station Adopted
- Great Anglia Trains
- Cross Country Trains
- NHS staff
- Cambridgeshire County Council Public Health Officers
- Camsight
- Alzheimer's Society
- Rail Futures
- Fenland District Council Planning Officers
- Cambridgeshire County Council Highways Officers
- Cambridgeshire County Council Passenger Transport Officers

10.3 Feedback Received

In total there were 16 responses to the to this period of engagement. Following this engagement the report was updated to reflect the comments that had been received.

In summary comments received were generally supportive of the report and highlighted specific accessibility difficulties.

Other comments made related to:

- Some information related to the bus services information needing to be updated
- Some information related to the community transport needing to be updated
- Potential confusion related to the term accessibility and the different meanings people placed on the term were highlighted

Following the engagement at the end of 2021 and start of 2022 the report was reviewed by the Public Transport team at the CPCA so information related to bus times could be updated. It was highlighted that information related to bus services would be applicable for a particular point in time December 2021.

Greater clarity was given to the term accessibility when used for the purposes of this report were given noting that accessibility is very person specific and can be impacted on by a variety of personal characteristics.

Chapter 11 Key considerations and discussion points

The evidence presented in this report raises a number of key points for consideration as how best to address accessibility challenges across Fenland. These are summarised below:

- This report shows that accessibility challenges have existed for many years and have not improved, creating inequalities at many levels. Various interventions have been tried but with limited success highlighting the need for a different approach to be taken to fully address these challenges
- Requirement of a transport strategy to address these challenges, linked with the CPCA's Local Transport and Connectivity Plan (LTCP)
- Better collaboration with partners, including the CPCA, CCC, FDC, transport providers and the NHS, to consider a more wholistic transport solution. Previous projects have sought to address this, such as Total Transport, but greater political involvement will be required to progress discussions further.
- Larger infrastructure solutions will not fully address the accessibility challenges within Fenland. More local improvements will be required, focussed on better integration and connectivity.
- The successful implementation of the Bus Service Improvement Plan (BSIP, CPCA), will be key to improving accessibility in Fenland.

Chapter 12 Next steps

12.1 Timeline for Transport Strategy

The provisional timeline for the Transport Strategy for Fenland is provided below.

January 2022	Fenland Accessibility Final Draft Report
January 2022	Member Steering Group
March 2022	Highways and Transport Committee – Engagement Draft Fenland District Council Cabinet- Engagement Draft
Autumn 2022	Public Consultation for FTS
Winter 2023	Highways and Transport Committee – Final Draft
Winter 2023	Fenland District Council Cabinet – Final Draft

Appendix 1 Fenland Accessibility – Assessment Criteria and Accessibility Hierarchy by Settlement

Summary

This table sets out the accessibility criteria numbers and shows how each Fenland settlement fits into the criteria. Criteria 1 has most accessibility and criteria 26 has the least accessibility by public transport.

<u>Criteria No</u>	<u>Fenland Settlement meeting the criteria</u>		<u>Criteria No</u>	<u>Fenland Settlement meeting the criteria</u>
1			14	Chatteris, Coates, Eastrea, Pondersbridge
2			15	
3	March, Whittlesey		16	
4	Guyhirn, Thorney Toll, Wisbech		17	
5			18	Benwick
6			19	
7			20	Four Anchor, Gorefield, Leverington, Newton, Tydd Gote, Tydd st Giles
8	Coldham, Doddington, Elm, Friday Bridge, Wimblington		21	Bellamy's Bridge, Church End, Murrow, Parson Drove
9			22	
10			23	
11	Rings End, Tholomas Drove, Westry, Wisbech St Mary		24	
12			25	
13	Manea		26	Christchurch, Colletts Bridge, Fitton End, Stonea, Turves

Accessibility Criteria and assessment for Fenland Settlements

The table below sets out a range of accessibility criteria based on levels of public transport stopping in that location, the frequency of the stopping services is also measured. A significant list of accessibility criteria was put together ranging from high frequency services most of the time to no services being available. Each of the Fenland settlements has then been assigned to one of the criteria based on the level of public transport that services each place. This approach has the advantage of showing a wide range of possible travel patterns (which could be available anywhere) which the Fenland settlements can be compared against.

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
1	Hourly or better bus <u>and</u> train service morning, afternoon and evening, 7 days a week	None	In a sparsely populated rural area such as Fenland would this level of frequency ever be possible? It would require substantial subsidy. The railway line within Fenland only connects to a small number of settlements and would not therefore be realistic to achieve widespread railway access direct from most places.	Despite services operating into the early part of the evening. There are no services available to access the evening economy
2	Hourly or better bus <u>or</u> train service morning, afternoon and evening, 7 days a week	None	In a sparsely populated rural area such as Fenland would this level of frequency ever be possible? It would require substantial subsidy. Are there new more flexible approaches that might help rural areas to get closer to this service frequency?	Despite services operating into the early part of the evening. There are no services available to access the evening economy
3	Hourly or better bus <u>and</u> train service morning, afternoon and early evening, 7 days a week	March Whittlesey	<u>March</u> Hourly railway services to Peterborough and Cambridge from early morning to mid evening. Commuter bus services to Peterborough and Cambridge. Hourly bus services during the daytime to Cambridge with a change of bus at Ely. Tow hourly services to Peterborough.	

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
			<p><u>Whittlesey</u> Two hourly railway services to Peterborough and Ely from early morning to mid evening. A commuter service direct to Cambridge in a morning but difficulty returning home.</p> <p>Commuter bus service into Peterborough and March. Hourly services to Peterborough during the day. Saturdays like weekdays. Hourly services each way on Sunday.</p>	
4	Hourly or better bus <u>or</u> train service morning, afternoon and early evening, 7 days a week	Guyhirn Thorney Toll Wisbech	<p><u>Guyhirn</u> 30 min bus service to Peterborough, Kings Lynn and Norwich, Monday to Saturday including direct to their railway stations. Hourly on Sundays. A service approximately every 90 minutes to March and Wisbech including a commuter service.</p> <p><u>Thorney Toll</u> 30 min bus service to Peterborough, Kings Lynn and Norwich, Monday to Saturday including direct to their railway stations. Hourly on Sundays.</p> <p><u>Wisbech</u> 30 min bus service to Peterborough, Kings Lynn and Norwich, Monday to Saturday including direct to their railway stations. Hourly on Sundays. Hourly to March</p>	

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
5	Hourly or better bus <u>and</u> train service morning, afternoon and evening service 5 or 6 days a week	None		
6	Hourly or better bus <u>or</u> train service morning, afternoon and evening service 5 or 6 days a week	None		
7	Hourly or better bus <u>and</u> train service morning and afternoon including commuter services 5 or 6 days a week	None		
8	Hourly or better bus <u>or</u> train service morning and afternoon including commuter services 5 or 6 days a week	Coldham Doddington Elm Friday Bridge Wimblington	<p><u>Coldham</u> Commuter service into March and Wisbech with two hourly services during the day. Saturdays like weekdays.</p> <p><u>Doddington</u> Hourly or every 90 minutes to March. Some services to Chatteris and Ely and Wisbech every 2 hours. Commuter service available to Peterborough and Cambridge.</p> <p><u>Elm</u> Commuter service into March and Wisbech with two hourly services during the day. Saturdays like weekdays.</p> <p><u>Friday Bridge</u></p>	

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
			<p>Commuter service into March and Wisbech with two hourly services during the day. Saturdays like weekdays.</p> <p><u>Wimblington</u> Hourly to March. Every two hours approximately to Chatteris, Ely and Manea. Commuter service available to Peterborough and Cambridge.</p>	
9	Hourly or better bus <u>and</u> train service morning and afternoon 5 or 6 days a week	None		
10	Hourly or better bus <u>or</u> train service morning and afternoon 5 or 6 days a week	None		
11	Service level between two hourly and hourly in the middle of the day with a commuter service	<p>Rings End Tholomas Drove Westry Wisbech St Mary</p>	<p><u>Rings End</u> Commuter service to March and Wisbech. Service every 90 minutes during the day. Saturdays as weekdays.</p> <p><u>Tholomas Drove</u> Commuter service to March and Wisbech. Service every 90 minutes during the day. Saturdays as weekdays.</p> <p><u>Westry</u> Commuter service to March and Wisbech. Service every 90 minutes during the day. Saturdays as weekdays.</p> <p><u>Wisbech St Mary</u></p>	

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
			Commuter service to March and Wisbech. Service every 90 minutes during the day. Saturdays as weekdays.	
12	Service level between two hourly and hourly in the middle of the day	None		
13	Two hourly bus <u>and</u> train service morning, afternoon and evening at least 5 days a week including commuter services and weekend services	Manea	<u>Manea</u> Two hourly railway services to Peterborough and Ely from early morning to mid evening. A commuter service direct to Cambridge. Bus service to March and Wisbech two hourly in the middle of the day.	
14	Two hourly bus <u>or</u> train service morning, afternoon and evening at least 5 days a week including commuter services and weekend services	Chatteris Coates Eastrea Pondersbridge	<u>Chatteris</u> 1 direct service each way for commuting to Cambridge, Huntingdon and March. Connections at March/Huntingdon for Peterborough and Ely/Huntingdon for Cambridge during the day but often long wait times for connections <u>Coates</u> Commuter service into Peterborough with two hourly services during the day. Saturdays like weekdays. 1 service each way on Sunday <u>Eastrea</u>	

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
			Commuter service into Peterborough with two hourly services during the day. Saturdays like weekdays. 1 service each way on Sunday <u>Pondersbridge</u> Commuter service into Whittlesey and Peterborough with to hourly services during the day. Saturdays like weekdays.	
15	Two hourly bus <u>and</u> train service morning, afternoon and evening at least 5 days a week including commuter services and weekend services	None		
16	Two hourly bus <u>or</u> train service morning, afternoon and evening at least 5 days a week including commuter services	None		
17	Two hourly bus <u>and</u> train service morning, afternoon and evening at least 5 days a week	None		
18	Two hourly bus <u>or</u> train service morning, afternoon and evening at least 5 days a week	Benwick	<u>Benwick</u> Two March and Wisbech there are two hourly services during the day.	
19	Daily bus service Monday to Saturday with a frequency of less than two hours	None		

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
20	Daily bus service Monday to Friday with a frequency of less than two hours	Four Anchor Gorefield Leverington Newton Tydd Gote Tydd St Giles	<u>All Villages</u> There are two services in a morning and three in an afternoon. These include services suitable for commuting.	These villages are also served by the college/commuter service connecting to schools in March and Wisbech. Tydd St Giles also has a schools service towards Spalding in Lincolnshire.
21	Commuter or college service one journey each way Monday to Friday	Bellamy's Bridge Church End Morrow Parson Drove	<u>Bellamy's Bridge and Church End</u> A college service - one bus in each direction per day in term time. Service towards Wisbech and March <u>Morrow</u> A college/commuter service - one bus in each direction per day in term time. One journey into Wisbech in each direction on Thursdays during the early part of the day. <u>Parson Drove</u> A college/commuter service - one bus in each direction per day in term time. One journey into Wisbech in each direction on Thursdays during the early part of the day.	
22	Bus services 2/3 days a week including commuter services	None		
23	Bus services 2/3 days a week	None		

<u>Criteria No</u>	<u>Assessment Criteria</u>	<u>Fenland Settlements meeting these criteria</u>	<u>Key issues & Challenges</u>	<u>Notes</u>
24	Bus service once a week including commuter/College services	None		
25	Bus service once a week no commuter service	None		
26	No bus and train services	Christchurch Colletts Bridge Fitton End Stonea Turves		

Finance Monitoring Report – January 2022

To: Highways and Transport Committee

Meeting Date: 8th March 2022

From: Steve Cox – Executive Director, Place & Economy
Tom Kelly – Chief Finance Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the forecast position for 2021/2022.

Recommendation: The Committee is asked to review, note and comment upon the report,

Officer contact:

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Member contacts:

Names: Cllr Peter McDonald
Post: Chair of the Highways and Transport Committee
Email: peter.mcdonald@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 finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Green Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.

2. Main Issues

- 2.1 Revenue: The report attached as Appendix A is the Place & Economy Finance Monitoring Report as at the end of January 2022. Place and Economy is currently forecasting a £436K underspend for year-end.
- 2.2 The main revenue changes since last month are:-
- Winter Maintenance is forecasting £227K underspend due to fewer gritting runs than budgeted for due to the mild weather.
 - Park & Ride is forecasting £291k overspend (a £122K increase since last month). This is partly due to Covid (the respective offsetting budget is held on the Lost Sales, Fees and Charges Compensation policy line) and partly due to the cost of erecting emergency safety fencing along part of the Busway route.
 - Parking Enforcement are forecasting a reduction of £198K of income since last month due to Covid. The offsetting budget is held on the Lost Sales, Fees and Charges Compensation policy line).
- 2.3 Capital: The capital position is detailed in Appendix 6 . The material changes since last month are detailed below:-
- Delivering the Transport Strategy Aims – Highway Schemes: Additional slippage of £681K. The programme was not agreed until August 2021 which has required several schemes to roll forward into 2022/23.
 - £90m Highways Maintenance Schemes: Further slippage of £821K which includes £450K for Cromwell Road Wisbech which is delayed due to the scarcity of concrete components with no alternatives on the market that can fulfil the design.
 - Footways: A number of Footway schemes have been delayed and will be completed in 2022/23, these include Hills Road, Cambridge, Gwydir Street, Cambridge and Oxford Road/Windsor Road, Cambridge
 - Kings Dyke: £2.6m of budget slippage is now forecast due to the re-sequencing of the construction work by the contractor and also Network Rail have agreed a significant refund on the Possession Costs. The project remains on programme for completion by the end of 2022

The capital programme will continue to be monitored closely to identify and report and further changes due to supply chain issue, winter weather or road capacity limitations.

4. Alignment with corporate priorities

4.1 Communities at the heart of everything we do

There are no significant implications for this priority.

4.2 A good quality of life for everyone

There are no significant implications for this priority.

4.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

4.4 Cambridgeshire: a well-connected, safe, clean, green environment

There are no significant implications for this priority.

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

Place & Economy Services

Finance Monitoring Report – January 2022

1. Summary

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Green	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 2021/22 £000	Actual £000	Forecast Variance - Outturn (January) £000	Forecast Variance - Outturn (January) %
-2,685	Executive Director	3,304	672	-2,660	-81
+1,922	Highways & Transport	25,674	18,007	+1,969	+8
+487	Planning, Growth & Environment	41,879	31,636	+255	+1
0	Climate Change and Energy	147	-1,537	0	0
0	External Grants	-6,754	-5,128	0	0
-276	Total	64,250	43,649	-436	-1

The service level budgetary control report for January 2022 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Revised forecast £000
638	Waste additional costs / loss of income	50
1,500	Parking Operations loss of income	641
300	Park & Ride loss of Income	0
603	Traffic Management loss of income	59
310	Planning Fee loss of Income including archaeological income	126
400	Guided Busway – operator income	155
3,751	Total Expenditure	1,031

2.2 Significant Issues

Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and forecasts within the service relating to the Covid-19 virus. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £3.1m, and currently it is estimated that £1.0m is actually required and £0.18m is being used to offset the waste pressure, plus £0.4m is being used to offset the short term central costs arising from the Directorate restructuring and the interim staffing costs. It was previously assumed that any of the covid funding not required would be vired back to the corporate centre but instead now it will be retained within P&E to partly offset the Guided Busway litigation costs at the bottom line.

Guided Busway Litigation

Litigation costs relating to the Guided Busway, which are expected to be £3.2m this financial year compared to the £1.3m budget allocated. It is proposed that this pressure is covered by the funding set aside for Covid pressures which are no longer required. Costs of litigation remain in line with expectations overall, this variance represents progress of the case and alongside a case management conference scheduled this financial year.

Waste Private Finance Initiative (PFI) Contract

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income, and volumes are being closely monitored to see if and when they return to pre-Covid levels.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this will not be required for this specific purpose. However, this funding will instead be directed to help address the pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities. This pressure was previously estimated to be £850K in this financial year, however the requirement to obtain planning

consent will delay implementation of the works and move the majority of this budget pressure into next financial year.

As part of the annual post-year reconciliation of volumes and payments it has been identified that some of the street-sweeping waste and trade waste which passed through the waste transfer stations were incorrectly attributed to the Council and an adjustment needs to be made for previous years and there is also an impact on in-year expenditure to date (and hence also the forecast). The previous year's reconciliation amount of £460K and the in-year adjustment to the forecast, estimated to be £240K, has been transferred to waste reserves to contribute towards the revenue costs of the IED in 2022/23 and on this basis these adjustments are not shown in the forecast. This has been combined with the £850K identified above so that waste now has a £1.55M reserve to partially offset the revenue impacts of delivering the IED amendments to the Waterbeach facilities now largely expected to be in 2022/23.

The forecast overspend has been updated to reflect the actual data on waste collected so far this year which is forecast to total 250,000 tonnes which has reduced the predicted spend on landfill tax and reduced the forecast outturn from £306K overspend to £184K.

3. Balance Sheet

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

No significant issues to report this month.

Funding

All other schemes are funded as presented in the 2021/22 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 2021/22 £000's	Actual January 2022 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
Executive Director					
429	Executive Director	190	672	454	238%
-3,114	Lost Sales, Fees & Charges Compensation	3,114	0	-3,114	-100%
-2,685	Executive Director Total	3,304	672	-2,660	-80%
Highways & Transport					
Highways Maintenance					
0	Asst Dir - Highways Maintenance	165	159	1	1%
-0	Highway Maintenance	10,064	3,618	37	0%
-26	Highways Asset Management	442	202	-61	-14%
0	Winter Maintenance	2,744	1,445	-227	-8%
34	Highways - Other	-614	-825	35	6%
Project Delivery					
0	Asst Dir - Project Delivery	200	1,667	0	0%
1,945	Project Delivery	1,513	2,540	1,945	129%
-362	Street Lighting	10,593	7,545	-348	-3%
Transport, Strategy & Development					
0	Asst Director - Transport, Strategy & Development	206	180	1	0%
-37	Traffic Management	-186	428	-55	-30%
26	Road Safety	528	709	-22	-4%
290	Transport Strategy and Policy	18	167	291	1630%
-559	Highways Development Management	0	-328	-559	0%
169	Park & Ride	-0	437	291	0%
443	Parking Enforcement	0	64	641	0%
1,922	Highways & Transport Total	25,674	18,007	1,969	8%
Planning, Growth & Environment					
0	Asst Dir - Planning, Growth & Environment	90	70	0	0%
54	County Planning, Minerals & Waste	321	191	51	16%
34	Historic Environment	53	178	55	103%
71	Flood Risk Management	1,103	189	63	6%
21	Growth & Development	554	441	-99	-18%
306	Waste Management	39,757	30,566	184	0%
487	Planning, Growth & Environment Total	41,879	31,636	255	1%
Climate Change & Energy Service					
0	Energy Projects Director	32	-1,516	0	0%
0	Energy Programme Manager	115	-21	0	0%
0	Climate Change & Energy Service Total	147	-1,537	0	0%
-276	Total	71,005	48,777	-436	-1%

Appendix 2 – Commentary on Forecast Outturn Position

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

Executive Director

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
190	672	454	238%

The forecast overspend is due to the short term central costs arising from the Directorate restructuring and the interim staffing costs. This pressure will be covered by the funding set aside for Covid pressures, which are less than originally projected.

Lost Sales, Fees & Charges Compensation

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
3,114	0	-3,114	-100

Budget has been set aside to cover expected shortfalls in income due to COVID. The budget has been built on assumptions on the level of income and these are being closely monitored during the year. The level of income is currently greater than the initial assumptions and the surplus is being used to cover the costs of the Busway litigation and costs relating to the Directorate restructure.

Winter Maintenance

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
2,744	1,455	-227	-8

Winter maintenance is now projecting an overspend. To the end of January there were 25 full runs and 7 part runs. The January forecast is based on an estimated 45 full runs for the year.

Project Delivery

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
1,513	2,540	+1,945	+129

This forecast pressure relates to the Busway litigation costs, which are expected to be £3.2m this financial year compared to the £1.3m budget allocated. It is proposed that this pressure is covered by the funding set aside for Covid pressures which are no longer required. Costs of litigation remain in line with expectations overall, this variance represents progress of the case and alongside a case management conference scheduled this financial year.

Traffic Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-186	428	-55	-30

Income from permitting is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions is being closely monitored during the year. Income to date is higher than expected and this is shown in the reduction in the outturn forecast. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Street Lighting

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,593	7,545	-348	-3

This budget is currently predicted to underspend due to savings from the PFI contract and vacancy savings in the Commissioning team. Energy inflation costs are increasing but are less than expected, resulting in a further underspend.

Transport Strategy and Policy

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
18	167	291	1630

The Strategy & Scheme development capital budget is under pressure this year. There has not been much work forthcoming from the Combined Authority due to the change of Mayor revisiting their priorities and about what work they want CCC to do to assist the delivery of their programme.

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding, this includes A428 Black Cat to Caxton Gibbet Examination which has to be delivered as it is part of CCC's statutory duty.

Use of revenue funding is now being used to cover this pressure.

Highways Development Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-328	-559	0

There is an expectation that section 106 fees will come in higher than budgeted for new developments which will lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.

Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	64	+641	0

Income is projected to be lower than the budget set due to COVID. This is projected on certain assumptions and these assumptions are being closely monitored during the year. Currently income is ahead of the initial assumptions but not yet at pre-Covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	437	+291	0

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions are being closely monitored during the year. Currently income is ahead of the initial assumptions but not yet at pre-Covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

The out-turn forecast also includes the £186k cost of erecting emergency safety fencing along part of the Busway route.

County Planning, Minerals & Waste

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
321	191	+51	+16

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions are being closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Historic Environment

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
53	178	+55	+103

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions are being closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Waste Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
39,757	30,566	+184	0

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income, and volumes are being closely monitored to see if and when they return to pre-Covid levels.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this will not be required for this specific purpose. However, this funding will instead be directed to help address the pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities. This pressure was previously estimated to be £850K in this financial year, however the requirement to obtain planning consent will delay implementation of the works and move the majority of this budget pressure into next financial year.

As part of the annual post-year reconciliation of volumes and payments it has been identified that some of the street-sweeping waste and trade waste which passed through the waste transfer stations were incorrectly attributed to the Council and an adjustment needs to be made for previous years and there is also an impact on in-year expenditure to date (and hence also the forecast). The previous year's reconciliation amount of £460K and the in-year adjustment to the forecast, estimated to be £240K, has been transferred to waste reserves to contribute towards the revenue costs of the IED in 2022/23 and on this basis these adjustments are not shown in the forecast. This has been combined with the £850K identified above so that waste now has a £1.55M reserve to partially offset the revenue impacts of delivering the IED amendments to the Waterbeach facilities now largely expected to be in 2022/23.

The forecast overspend has been updated to reflect the actual data on waste collected so far this year which is forecast to total 250,000 tonnes which has reduced the predicted spend on landfill tax and reduced the forecast outturn from £306K overspend to £184K.

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	6,712
Adjustment to Waste PFI grant		+42
Non-material grants (+/- £30k)	N/A	0
Total Grants 2021/22		6,754

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	64,313	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	-23	
Current Budget 2020/21	64,250	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 31st January 2021 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	175	0	175	0	
On Street Parking	1,876	0	1,876	1,300	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,376	(3)	1,373	900	
Streetlighting - LED replacement	48	(32)	16	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	61	0	61	30	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	1,550	2,534	2,534	
Other earmarked reserves under £30k	89	18	107	0	
Sub total	5,184	1,533	6,717	5,176	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	3,905	(396)	3,508	0	
Other Capital Funding	3,410	(237)	3,173	0	
Sub total	7,315	(634)	6,681	0	
TOTAL	12,499	899	13,398	5,176	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2021/22

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
		Integrated Transport				
0	200	Major Scheme Development & Delivery	0	4	0	0
318	0	- S106 Northstowe Bus Only Link	318	15	20	-298
208	0	- Stuntney Cycleway	177	27	167	-10
1,085	882	Local Infrastructure Improvements	1,179	568	739	-440
101	0	- Minor improvements for accessibility and Rights of Way	97	38	99	2
		Safety Schemes				
1,000	500	- A1303 Swaffham Heath Road Crossroads	980	10	20	-960
344	94	- Safety schemes under £500K	344	345	424	80
907	345	Strategy and Scheme Development work	908	771	914	6
		Delivering the Transport Strategy Aims				
2,808	901	- Highway schemes	2,846	199	793	-2,053
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0	0
0	272	- Dry Drayton to NMU	0	7	7	7
400	285	- Hardwick Path Widening	305	284	305	0
982	760	- Bar Hill to Longstanton	30	31	37	7
1,000	800	- Giron to Oakington	704	412	482	-222
16	0	- Arbury Road	12	0	12	0
1,562	0	- Papworth to Cambourne	1,335	410	1,335	0
0	0	- Wood Green to Godmanchester	0	1	1	1
150	132	- Busway to Science Park	148	0	148	0
200	0	- Fenstanton to Busway	14	29	29	15
60	0	- NMU Cycling scheme - Washpit Road	57	59	59	2
0	0	- NMU Cycling scheme - Giron Upgrades	0	0	0	0
348	0	- NMU Cycling scheme - Longstanton Bridleway	316	309	316	0
355	445	- Other Cycling schemes	475	39	68	-407
23	23	Air Quality Monitoring	23	2	23	0
25,000	1,000	A14	1,000	-1,000	1,000	0
		Operating the Network				
		Carriageway & Footway Maintenance incl Cycle Paths				
1,115	400	- Countywide Safety Fencing renewals	1,115	31	168	-947
1,249	1,142	- Countywide Retread programme	1,249	798	1,213	-36
481	481	- Countywide F'Way Slurry Seal programme	481	343	500	19
989	989	- Countywide Surface Dressing programme	989	539	985	-4
956	690	- Countywide Prep patching for Surface Dressing prog	956	207	985	29
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge Cway	709	672	720	11
4,182	4,182	- Additional Surface Treatments	4,182	1,362	4,182	0
3,839	2,431	- Carriageway & Footway Maintenance schemes under £500k	3,850	2,003	3,833	-17
140	140	Rights of Way	140	127	182	42

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
		Bridge Strengthening				
900	568	- St Ives Flood Arches	900	100	100	-800
2,226	1,996	- Other	2,226	1,132	2,737	511
1,407	850	Traffic Signal Replacement	1,407	944	1,460	53
200	200	Smarter Travel Management - Int Highways Man Centre	200	122	195	-5
165	165	Smarter Travel Management - Real Time Bus Information	165	30	165	0
		Highways & Transport				
		Highways Maintenance				
		£90m Highways Maintenance schemes				
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-2	-2	-2
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	745	797	159
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	771	845	-55
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	12	625	0
80,627	2,723	- Other	4,403	307	2,431	-1,972
		Pothole grant funding	0	0	0	0
3,074	0	- Additional Surface Treatments	3,074	2,574	3,152	78
3,770	0	- Other	3,767	1,394	3,604	-163
4,000	4,000	Footways	4,000	993	3,539	-461
0	0	Safer Roads Fund	10	2	10	0
		Project Delivery				
49,000	18	- Ely Crossing	58	-1,340	58	0
149,791	4,179	- Guided Busway	100	2	30	-70
0	0	- Cambridge Cycling Infrastructure	0	0	0	0
1,975	0	- Fendon Road Roundabout	275	13	40	-235
350	0	- Ring Fort Path	308	15	15	-293
330	0	- Cherry Hinton Road	330	70	150	-180
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	0	0	0
33,500	10,900	- King's Dyke	12,700	8,390	10,102	-2,598
1,098	0	- Emergency Active Fund	785	300	490	-295
2,589	0	- Lancaster Way	792	438	622	-170
150	0	- A14	0	143	0	0
3,971	4,877	- Wisbech Town Centre Access Study	1,883	1,547	1,883	0
158	0	- Spencer Drove, Soham	158	40	47	-111
6,023	0	- March Future High St Fund	336	51	140	-196
8,522	0	- St Neots Future High St Fund	349	51	141	-208
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	437	12	13	-424
2,083	0	- Combined Authority Schemes	2,083	904	1,979	-104
280	0	- A505	143	3	143	0
6,795	0	- Wheatsheaf Crossroads	200	0	30	-170
		Planning, Growth & Environment				
6,634	3,188	- Waste Infrastructure	294	163	290	-4
12,000	0	- Waterbeach Waste Treatment Facilities	4,500	0	0	-4,500
680	0	- Northstowe Heritage Centre	519	94	519	0
		Climate Change & Energy Services				
1,000	0	- Energy Efficiency Fund	306	191	252	-54

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
8,998	8,835	- Swaffham Prior Community Heat Scheme	8,998	3,321	6,598	-2,400
928	0	- Alconbury Civic Hub Solar Car Ports	583	540	583	0
4,814	3,134	- St Ives Smart Energy Grid Demonstrator scheme	967	0	967	0
6,849	2,161	- Babraham Smart Energy Grid	1,409	643	958	-451
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	236	-10	0	-236
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	0	0
24,444	22,781	- North Angle Solar Farm, Soham	21,150	13,924	18,480	-2,670
635	550	- Fordham Renewable Energy Network Demonstrator	635	18	635	0
15,000	862	- Decarbonisation Fund	4,074	2,602	4,856	782
200	200	- Electric Vehicle chargers	200	3	200	0
500	500	- Oil Dependency Fund	500	0	65	-435
300	300	- Climate Action Fund	300	0	0	-300
157	0	- Cambridge Electric Vehicle Chargepoints	157	0	173	16
3,145	0	- School Ground Source Heat Pump Projects	3,224	504	1,941	-1,283
45,890	14,937	Connecting Cambridgeshire	14,937	1,758	6,198	-8,739
	483	Capitalisation of Interest	483	0	483	0
575,386	109,878		131,663	52,153	98,165	-33,498
	-25,237	Capital Programme variations	-25,237	0	0	25,237
	84,641	Total including Capital Programme variations	106,426	52,153	98,165	-8,261

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

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

- S106 Northstowe Bus Only Link

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
318	20	-298	-306	+8	0	-298

Delays in seeking alternative construction procurement following high cost of original target price.

- Stuntney Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
177	167	-10	0	-10	0	-10

Construction to be delivered throughout February and March. Anticipated underspend of £10k to allow for any outstanding works to be completed.

- Local Infrastructure Improvements

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,179	739	-440	-449	+9	0	-440

There are no projects which are individually material (over £100k), but there are a 51 LHI schemes which are to be delayed and carried forward to 22/23. Some of the project delays are on schemes which need to be safety audited, currently the turnaround is around 10-12 weeks, (usually 6-8weeks), prior to proceeding to formal consultation or target costing. Other delays to date have been due to approval times from parish councils. The delays have also been exacerbated by project team resources. For further information on specific schemes please refer to the LHI report appended to this document.

- A1303 Swaffham Heath Road Crossroads

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
980	20	-960	-900	-60	0	-960

Construction is delayed into 2022/23 and dependant on satisfactory conclusion of land negotiation/transfer.

- Strategy and Scheme Development work

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
908	914	+6	0	0	0	+6

The Strategy & Scheme development budget is under pressure this year. There has not been much work forthcoming from the Combined Authority due to the change of Mayor revisiting their priorities and about what work they want CCC to do to assist the delivery of their programme.

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding, this includes A428 Black Cat to Caxton Gibbet Examination which has to be delivered as it is part of CCC's statutory duty.

Use of revenue funding is now being used to cover this pressure.

- Delivering the Transport Strategy Aims – Highway Schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,846	793	-2,053	-1,372	-681	0	-2,053

Slippage of £2.1m on Delivering the Strategy Transport Aims- Highway Schemes is due the funding allocation and programme not being agreed until September 2021, and together with the required involvement of the various district councils and the complexity of the projects this will mean that expenditure will slip into next financial year. The delays have also been exacerbated by project team resources. It is anticipated that agreement to next year's allocation and programme will be made earlier, so that this year's slipped schemes plus next year's full programme will be delivered and spent within year.

- Hardwick Path Widening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
305	305	0	-21	+21	0	0

Construction completed during 2021/22.

- Girton to Oakington Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
704	482	-222	-115	-107	0	-222

Total spend for 21/22 is forecast at £482,000, leaving approx £222,000 to be carried over to spend in 2022/23 for phase two design work. Further funding is being sought to enable construction of Phase Two.

- Other Cycling Schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
475	68	-407	-407	0	0	-407

Schemes that are to be funded by the Integrated transport block were agreed in September 21 and as a consequence those schemes with significant detail design and longer lead in times are now expected to be delivered in 2022/23.

- Countywide Safety Fencing renewals

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,115	168	-947	-920	-27	0	-947

The construction phase of the A505/ M11 Duxford safety fencing renewals have been delayed due to design complexities and coordination with National Highways. The scheme is now expected to be delivered in 22/23.

- Countywide Surface Dressing programme

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
989	985	-4	-149	+145	0	-4

As detailed within the 'Carriageway & Footway Maintenance' section, 3 schemes are being brought forward as they are the most deliverable schemes that can be accommodated at this stage in the financial year.

Work has been overcommitted to be carried out to facilitate maximising expenditure.

The contractor has reassured us that they have the resource to deliver the work and to utilise the full budget, this financial year. Further reassurance has been given to CCC from the Contractor has chosen to subcontract a CCC-preferred supplier to facilitate spending all the budget and there is confidence they will be able to deliver the work by 31 March.

- Carriageway & Footway Maintenance schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,850	3,488	-362	-490	+128	0	-362

With the current levels of predicted underspend and unallocated funding, the following three schemes are being brought forward from the published Capital Maintenance Programme

- o Brockly Road, Elsworth £180,000
- o Church Street, Guilden Morden £132,000
- o Balsham Road, Linton £168,000

These schemes are the most deliverable schemes that can be accommodated at this stage in the financial year.

The plan to deliver two highways drainage flood alleviation schemes, where highway water is significantly contributing to the flooding of a number of properties, is now underway. The two drainage schemes are High Street, Buckden, (£312,000) and Ermine Street, Arrington (£280,000). It is proposed that the additional funding required to deliver these schemes is taken from the previously identified Vehicle Restraint System upgrade at the A505/M11 interchange, where funding has previously been approved to be carried forward to 2022/23. The A505 scheme will continue in 2022/23 unaffected however this amendment will ensure the highway drainage improvements can be delivered without undue delay.

Both schemes have now been ordered and work has commenced on site at Buckden, however a considerable amount of this work will now take place in 2022/23.

- Bridge Strengthening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,126	2,837	-289	-128	-161	0	-289

Reactive Capital works Bridge repairs needs an extra £475k for minor repairs, so funding this year will be moved from the St Ives Flood Arches/ Town Bridge and North of Girton Bridge, both which have been delayed.

- £90m Highways Maintenance schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,566	4,696	-1,870	-1,049	-821	0	-1,870

A net underspend is forecast this year mainly due to slippage of 4 main schemes:-

Littleport – Road space issues with Highways England / Suffolk network, 50% of the scheme will be carried out when the diversion route falls within Cambridgeshire (predicted at £452k spend in 2021/22 - £450k spend 2022/23).

Parson Drove/Murrow Bank (£390k) – Works to be programmed in 2022/23 to realise efficiencies by working alongside a 2022/23 Gull Road scheme.

Haddenham (£600k) - 60% of spend expected to occur in this financial year, remainder to fall in 2022/23. This is due to the procurement of the EHF3 contract requiring an exemption waiver, (following committee approval of the £500k+ schemes which form the package of work, and are identified in the report), as we only received 2 tender returns from contractors. A minimum of three is required to meet competition regs and not require an exemption. Delays in the design and tender process were due to current resource levels within the team overseeing the delivery process. Tender period ran through November / December.

Cromwell Road Wisbech (£450k) - Programmed start date: 21/3/2022 (5 week duration)

Delayed works due to the scarcity of concrete components with no alternatives on the market that can fulfil the design.

- Pothole grant funding

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,841	6,756	-85	-752	+667	0	-85

Ramsey Mereside (£646) - 80% of spend this financial year, remainder to fall in 22/23. This is due to the procurement of the EHF3 contract requiring an exemption waiver, (following committee approval of the £500k+ schemes which form the package of work, and are identified in the report), as we only received 2 tender returns from contractors. A minimum of three is required to meet competition regs and not require an exemption. Delays in the design and

tender process were due to current resource levels within the team overseeing the delivery process. Tender period ran through November / December.
There is a March 2022 programme planned which will use the remainder of the funding.

- **Footways**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,000	3,539	-461	0	-461	0	-461

A number of Footway schemes have been delayed and will be completed in 2022/23, these include the following:-
Hills Road, Cambridge
Gwydir Street, Cambridge
Oxford Road/Windsor Road, Cambridge

- **Fendon Road Roundabout**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
275	40	-235	-235	0	-235	0

Expenditure has been lower than anticipated during 21/22 as remedial work costs to the roundabout were lower than expected. The remaining monies will go back to the original South Area Corridor S106 pot.

- **Ring Fort Path**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
308	15	-293	-268	-25	0	-293

Due to ongoing land acquisition negotiations the scheme will not start on-site during 21/22.

- **Kings Dyke**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
12,700	10,102	-2,598	0	-2,598	0	-2,598

The project is now at a stage where the Council have a more detailed understanding of the cost forecast and the risk profile. In the period there have been several cost savings, including staffing, Network Rail possession costs including a commitment from Network Rail that the Council will receive a significant refund this financial year. The monthly risk budget has been reprofiled to better reflect when the risk items could occur in the programme, many of which

have been moved into the next financial year. The construction work undertaken to date by the Contractor has also come in below forecast, due to resequencing of the work. The project remains on programme for completion by the end of 2022.

- Emergency Active Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
785	490	-295	-175	-120	0	-295

Following preliminary development of the original 53 schemes, an extended consultation period during Autumn 2021, analysis of the data by Business Intelligence Unit, scheme detailed design, road safety audit and traffic management complexities, plus engagement with the Greater Cambridge Partnership over schemes that formed part of the City Access strategy now being taken forward by the GCP, only some simple and cycle parking projects are programmed to be delivered by end March 2022, with the majority of the schemes programmed for delivery from April to August 2022.

- Lancaster Way

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
792	622	-170	-150	-20	-170	0

There is an expectation that scheme will now underspend against the allocation funding. This scheme is funded by the Combined Authority, so will mean a reduction in the reimbursement claimed.

- March Future High Street Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
336	140	-196	-144	-52	0	-196

Design costs which were factored into this year's budget are being picked up directly by Fenland District Council, so has reduced the forecast expenditure for this year. The overall budget for this scheme will therefore be reduced.

- St Neots Future High Street Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
349	141	-208	-195	-13	0	-208

Design costs which were factored into this year's budget are being picked up directly by Huntingdonshire District Council, so has reduced the forecast expenditure for this year. The overall budget for this scheme will therefore be reduced.

- Scheme Development for Highway Initiatives

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
437	13	-424	-424	0	0	-424

Funding was allocated to enable scheme development for new schemes, however this year no new schemes have been identified that require scheme development work. It is therefore expected that this funding would roll forward into next year.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,500	0	-4,500	-4,500	0	0	-4,500

A new scheme has been placed into the capital programme to take account of amendments to the Waterbeach waste treatment facilities following changes to the Industrial Emissions Directive to reduce emissions to levels which are able to meet the sector specific Best Available Technique conclusions (BATc) and comply with new Environmental Permit conditions issued by the Environment Agency (subject to determining whether a Qualifying Change in Law applies). This work is not now expected to begin until 2022/23.

- Energy Efficiency Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
306	252	-54	-54	0	0	-54

8 LED lighting projects completed so far and 6 more currently in progress or being planned. 5 more projects are in doubt due to potential asbestos, awaiting survey results and costs to remove asbestos. This means actual spend could increase compared to forecast (due to asbestos removal) or decrease (if we decide not to proceed because costs are too high).

- Swaffham Prior Community Heat Scheme

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
8,998	6,598	-2,400	-2,400	0	0	-2,400

Rephasing of scheme and more costs will fall into 22/23. The priority during 21/22 has been to spend the grant from the Heat Network Investment Project (HNIP) by the end of March 2022.

Delays on the delivery of the energy centre have occurred as a result of site asbestos contamination which need to be cleared and the difficulty getting hold of cladding materials. This has meant that some spend is being reprofiled into 2022/23.

- Babraham Smart Energy Grid

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,409	958	-451	-451	0	0	-451

The project accelerated the construction of the 'private wire' between Babraham P+R and Addenbrookes to align with works planned by Cadent and the Greater Cambridge Partnership. As this was prioritised to prevent the path being dug up consecutively this meant the Investment Grade Proposal and contracting for the rest of the scheme was pushed back.

- North Angle Solar Farm, Soham

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
21,150	18,480	-2,670	-2,670	0	0	-2,670

More refined forecasts have become available from Bouygues aligning their construction programme and payment milestones.

- Stanground Closed Landfill Energy Project

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
236	0	-236	-236	0	0	-236

This scheme has been delayed by a year, so costs will now be incurred in 22/23.

- Decarbonisation Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,074	4,856	+782	+736	+46	0	+782

20 low carbon heating projects currently underway, one of which is now completed. Government grant from the Public Sector Decarbonisation Scheme partly funds the investment into the heating programme. Covid-19 has had some impact on delivery, in particular material delays and cost.

- Oil Dependency Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
500	65	-435	-435	0	0	-435

Funding was agreed at Environment and Green Investment Committee in December 2021 but government policy to support off-gas communities to decarbonise has only just started coming through. Now we understand Government's direction of travel in the Heat and Building Strategy we have reprofiled the spend.

- Climate Action Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
300	0	-300	-300	0	0	-300

The Climate Change and Environment Strategy has been reviewed August-December 2021 and is being considered by Full Council in February 2022. The revised strategy will direct how the funding will be spent.

- School Ground Source Heat Pump Projects

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,224	1,941	-1,283	-1,281	-2	0	-1,283

Confirmation of the Public Sector Decarbonisation grant funding came forward in May 2021 and the priority is to spend the grant by the end of the financial year. The remainder of the budget will be spent next financial year.

- Connecting Cambridgeshire

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
14,937	6,198	-8,739	-8,739	0	0	-8,739

The Connecting Cambridgeshire spend for this year has been reprofiled and some spend will now be in next year, as the SFBB Phase 4, Contract 2 is now not expected to be completed until mid-2022. There will be a total scheme underspend of £900k from saving from the Openreach SFBB contract 1, Phases 1-3, reducing the original £20m (£16.515m from prudential borrowing, £3.485m from LPSA grant) to £19.1m.

Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (January) £'000	Forecast Funding Variance - Outturn (January) £'000
13,873	Local Transport Plan	13,599	13,599	0
4,182	Other DfT Grant funding	11,808	11,513	-295
16,426	Other Grants	18,421	12,761	-5,660
8,437	Developer Contributions	3,821	2,087	-1,734
48,447	Prudential Borrowing	59,773	36,757	-23,016
18,030	Other Contributions	23,758	20,965	-2,793
109,395		131,180	97,682	-33,498
-12,254	Capital Programme variations	-24,300	9,198	33,498
97,141	Total including Capital Programme variations	106,880	106,880	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 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/Rephasing (DfT Grants)	3.48	Roll forward of unused pothole grant (£2.695m). Roll forward of Emergency Active travel fund grant (£0.785m)
New funding/Rephasing (Specific Grants)	3.13	Roll forward of Highways England funding for A14 cycling schemes (£0.991m). Roll forward of grant for Northstowe Heritage centre (£0.519m). Roll forward of grant for School Ground Source Heat Pump Projects (£1.88m) Roll forward of CPCA funding for Lancaster Way (£0.642m) Roll forward and rephasing Wisbech Town Centre Access scheme (-£1.055m) CPCA funding for A505 scheme (£0.143m).
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.79	Developer contributions to be used for a number of schemes. Northstowe Bus link (£0.128m) Highway development work (£0.508m). Rephasing Bar Hill to Longstanton cycleway (-£0.730m). Rephasing Girton to Oakington cycleway (-£0.102m). Rephasing of Signals work (£0.557m). Rephasing of Waste scheme (-£0.117m). Rephasing of Guided Busway (-£4.079m). Rephasing of Fendon Road Roundabout (£0.275m). Rephasing of Ring Fort path (£0.308m). Rephasing of Cherry Hinton Road cycleway (£0.330m). Rephasing Chesterton Abbey Bridge (-£2.063m). Repahsing Lancaster Way (£0.150m).

Funding	Amount (£m)	Reason for Change
Additional funding / Revised Phasing (Other Contributions)	5.59	Strategy & scheme development work (£0.149m). Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Carriageway & Footway Maintenance (£0.420m). Pothole funding (£4.000m). Rephasing King's Dyke (£0.611m). Combined Authority funding (£2.072m) Spencer Drove, Soham (£0.158m)
Additional Funding / Revised Phasing (Prudential borrowing)	14.01	Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.056m). Rephasing of Waste schemes (-£2.777m). Rephasing of Energy schemes (£7.19m). Rephasing King's Dyke (£1.189m). Rephasing Scheme development for Highway Initiatives.

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 01.02.2022

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 Richard Howitt 30CPX02296	Petersfield	Great Northern Road	Civils - Zebra crossing	RED	Road now adopted. NOI consultation starts 03/08. A number of objections received which are currently being discussed and worked through with the local member. Some pressure to relocate the zebra from proposed location despite this being the only available option. This is further delaying the scheme as members now wish to revisit this, although ruled out via safety audit already.

Carried Forward from 2020/21

Total LHI Schemes 24
 Total Completed 23
 Total Outstanding 1

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 Beckett	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Consultation complete. In for pricing. Completion expected before year end.

Current Schemes Forward for 2021/22

Total LHI Schemes 20
 Total Completed 5
 Total Outstanding 15

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Richard Howitt	Petersfield	Cambridge Place	Parking restrictions - Extend loading restriction into Cambridge Place though the narrow section. Add Diag 816 No Through Road sign.	GREEN	Order raised. Currently waiting on start date from contractor.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Alex Bulat	Abbey	Occupation Road	Parking restrictions - Yellow lining to only allow parking on one side of the road to allow access for emergency vehicles.	GREEN	Order raised. Currently waiting on start date from contractor.
Richard Howitt	Petersfield	Union road	Signs / Lines - Replace existing DYL waiting restriction with "School Keep Clear" marking with associated amendment to existing traffic order to run the length of school accesses. Refresh existing DYL markings on approaches, add 20 roundels and SLOW markings.	GREEN	Work Complete
Alex Bulat	Abbey	The Homing's	Street lights - Exact amount of lights to be determined upon review and consultation, current allowance for 6 no.	GREEN	Order raised. Currently waiting on start date from contractor.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	With contractor for pricing.
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Order raised. Currently waiting on start date from contractor.
Catherine Rae	Castle	Street Lights - Various	Street Lights - 2 no locations around the ward (Garden Walk / Sherlock Road) which currently have significant areas of unlit path.	GREEN	Currently waiting on lighting design. Delays due to moving location of lighting column following discussion with residents.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Work Complete
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	Work Complete
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Order raised. Currently waiting on start date from contractor.
Richard Howitt	Petersfield	Saxon Street	Access restriction - Provide diagram 619 with sub plate "Except for Access" with relevant legal order. Signs are not legally required to be lit as within a 20mph zone but should be considered as the signs might be very hard to distinguish in the dark.	GREEN	In for costing.
Catherine Rae	Castle	Albert St	Civils - New surface water drainage system, and improvements to the entrance of Albert St off Chesterton Road including imprint paving, new signs and new lining.	GREEN	Design complete. Submitted for pricing WC 01/11
Elisa Meschini	Kings Hedges	Green End Road	Parking restrictions - yellow lining to both sides of the road to allow access for vehicles and increase visibility.	GREEN	Order raised. Currently waiting on start date from contractor.
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Order raised. Work to be delivered during Feb Half Term.
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Work Complete
Nick Gay	Market	Green Street	Signs / lines - change to NMU route between certain hours of the day to create a pedestrian zone for majority of hours during day	GREEN	Consulting with GCP, City Council, Policy and Regulation and Parking services regarding proposal and enforcement. Awaiting responses to queries before proceeding with informal consultation.
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Order raised. Currently waiting on start date from contractor.
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	RED	Design work complete by end of Jan then in for costing. Will carryover into 22/23 year due to lead in times.
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Order raised. Currently waiting on start date from contractor.
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Work Complete

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
Total Completed 19
Total Outstanding 2

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 Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Project's proposal got altered. Weight limit to be implemented. No objections to TRO. TC to be requested in January.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Works commenced on 15th December

Carried Forward from 2020/21

Total LHI Schemes 25
Total Completed 19
Total Outstanding 6

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works completed except centre line marking. Hydroblasting to be used to remove existing centre line. Once done new centre line marking to be painted.
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Received street lighting design from BBLP. RSA 1/2 requested. Likely to run into 22/23 FY due to remaining time available to year end.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Disconnection works to be carried our w/c 3rd January. Installation works to follow. PC to collect MVAS unit in January.
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	GREEN	Works complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	GREEN	Work Complete
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Works commenced on 15th December
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Street lighting design requested. Road Safety comments requested. Likely to run into 22/23 FY due to remaining time available to year end.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Request for street lighting design sent to BBLP. Target cost received. Total cost higher than allocated budget. Still awaiting approval from HDC for CIL funding and land take.

Current Schemes Forward for 2021/22

Total LHI Schemes 29
Total Completed 0
Total Outstanding 29

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Upton and Coppingford PC	Upton Village, Upton	Reduction in the speed limit from 30mph to 20mph with 30mph buffer limits.	GREEN	Notice of Intent (NOI) advertised on 01/09/21. Target cost received. Higher than anticipated. PC agreed to cover 1/3 of the cost increase.
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	Further to previous liaison with UKPN, BBLP asked to provide a quote. Awaiting reply.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Douglas Dew	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	RED	Delegated decision likely required. Expected to be made in February. Likely to run into 22/23 FY due to remaining time available to year end.
Steve Criswell	Woodhurst	Woodhusrt, South Street & Church Street	Supply 1 no. MVAS unit and install two new posts. Lighting columns to be utilised as additional mounting locations.	GREEN	Works Order raised. Awaiting programme dates.
Steve Corney	Upwood and the Raveleys PC	Upwood and the Raveleys Parish	Supply 1 MVAS unit and agree on 5 mounting locations (new posts and lighting columns).	GREEN	Works Order raised. Awaiting programme dates.
Jonas King	Huntingdon Town Council	B1514 / Hartford Main Street	Install an informal pedestrian crossing within the vicinity of the bus stop positioned along B1514, Hartford.	RED	Speed survey results received. In detailed design. RED as road safety audit and consultation still required. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Kimbolton and Stonely	B645 / Tillbrook Road	Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village. The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).	GREEN	Works Order raised. Awaiting programme dates.
Adela Costello	Ramsey	Wood Lane, Ramsey (B1096)	Construct a new footway from the village to the 1940's Camp to aid in pedestrian safety along a busy road.	RED	In pre-lim design. RED as Road Safety Audit still required. Likely to be difficult to deliver on site before year end.
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	RED	Detailed design completed. Sent for PC approval. Still not received. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Tilbrook PC	Station Road, Tilbrook	Supply 1 no. MVAS unit and install two posts to reduce speeds in this narrow roadand improve pedestrian safety.	GREEN	Works Order raised. Awaiting programme dates.
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	RED	In detailed design. Likely to run in 22/23 FY due to remaining time available to year end.
Stephen Ferguson	Great Gransden	Ladies Hill, Meadow Road Middle Street	Priority give way features on Ladies Hill and Middle Street to aid in speed reduction and increase pedestrians' safety.	RED	In detailed design. Further information/ approval requested from PC. Highlighted RED due to lead in times for safety audits. May be difficult to complete on the ground before year end. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Old Weston	B660 / Main Street (Old Weston)	Install village gateways and 40mph buffer zones at the entrances to the village. Red coloured surfacing along B660 at the existing 30mph speed limit.	RED	Detailed design completed and sent for PC's approval. Awaiting response. Likely to run into 22/23 FY due to remaining time available to year end.
Simon Bywater	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	RED	In detailed design. Likely to run into 22/23 FY due to remaining time available to year end.
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	RED	Proposed plans sent for PC's approval. Site visit requested. Amended plan sent for approval. Awaiting reply further to PC meeting in early January 2022. Next stage TRO for parking restrictions. Likely to run in 22/23 FY due to remaining time available to year end.
Stephen Ferguson	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	GREEN	TC requested in late December
Ian Gardener	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	RED	Plans to be amended further to PC's comments. TC to follow. Likely to run into 22/23 FY due to remaining time available to year end.
Graham Wilson	Godmachester	East side of London Eoad, Godmanchester	Install parking restrictions in a form of double yellow lines in pre-agreed locations along London Rd.	RED	Detailed design sent for TC's approval. TRO to follow once the plans have been approved. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding) Luddington Road	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to reduce traffic speeds at approaches to the village.	GREEN	TC request sent w/c 13th December 21.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
		(towards Luddington Village)			
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	RED	In detailed design. TRO to follow. Likely to run in 22/23 FY due to remaining time available to year end.
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph speed limit along various roads across the village.	RED	In detailed design. Further speed data required to confirm compliance. Likely to run into 22/23 FY due to remaining time available to year end.
Keith Prentice	Little Paxton	Great North Road from A1 South (In front of co-op foodstore)	Install parking restrictions in a form of double yellow lines to tackle inconsiderate parking issues.	GREEN	Target cost requested on 9th December 21.
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	Works programmed for February 22 half term.
Stephen Ferguson	Great Paxton	B1043 from Harley Ind Estate, Paxton Hill to High St, Great Paxton	Install 40mph buffer zones on the approach to village from Harley Industrial Estate, Paxton Hill to High Street to lower speeds before entry to the current 30mph speed restriction.	RED	In detailed design. Likely to run in 22/23 FY due to remaining time available to year end.
Douglas Dew	Fenstanton	8 - 30 Chequer Street, Fenstanton	To install new hard surface (to act as parking bays) and knee high fence segregating the latter from the footpath. PC's contribution insufficient. Clarification on increased contribution received.	RED	In detailed design. Requested PC to undertake local consultation on trees removal. Feedback received. Further liaison with PC needed. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Gardener	Leighton Bromswold	Sheep St / Staunch Hill	Supply 1 no. MVAS unit and install mounting posts to reduce speed on Sheep St and Staunch Hill entry point to reduce speeds and improve pedestrians' safety.	GREEN	Works Order raised. Awaiting programme dates.
Steve Corney	Abbots Ripton	B1090 and C115	Existing verge widening (to be used in absence of footpath) to link Home Farm Close with school, shop and church.	RED	Liaison with structures team with regard to proposed design. An application for Watercourse Consent via Flood and Water Team to be sent.
Simon Bywater	Elton	B671 "Overend" Elton	Initial proposal was for a pedestrian crossing point between Black Horse PH car park and the centre of the village. Installation of a table top. Two of the Local Members scored the proposal based on table top only.	RED	PC proposal's approval received on 21st December 21. Detailed design to be developed and RSA to follow as a road narrowing to be implemented. Likely to run into 22/23 FY due to remaining time available to year end.
Ian Bates	Hilton	B1040 through Hilton	24 hour weight limit TRO to improve safety, reduce noise and pollution, and to prevent further damage from HGVs travelling through narrow roads within the village.	RED	TRO objections received. Delegated decision to be made in February 22. Likely to run into 22/23 FY due to remaining time available to year end.

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	Remedial works agreed with Cllr Connor and proceeding to costing. Waiting on Cllr Connor undertaking further consultation with residents.

Carried Forward from 2020/21

Total LHI Schemes 10
Total Completed 7
Total Outstanding 3

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 Tierney	Wisbech	South Brink	Traffic Calming	RED	Draft design complete. Awaiting Member response, member has been chased by CCC Officer. Sent to safety audit 20/10. Stage 1 safety audit received and highlights concerns regarding suitability of give way features in locations with very low opposing traffic flows. CCC officer to discuss with member and PM.
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Cost estimate over budget. Design de-scoped in liaison with parish. Re-submitted for pricing 20/10. Still awaiting costs. To chase contractor and escalate.
Cllr King	Wisbech	North Brink	New one way	RED	To be submitted for safety audit by WE 21/01. Delivery next financial year.

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 1
Total Outstanding 9

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr Tierney	Wisbech	Tinkers Drove	Install speed cushions through the length	RED	RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Sent for Road Safety Audit 30/09. Still awaiting safety audit.
Cllr Count/Cllr French	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	Design complete and approved by town council. In for costing.
Cllr Hoy	Wisbech	New Drove / Leach Close	DYLs at junction	GREEN	Order raised, waiting for start date.
Cllr Connor / Cllr Boden	Whittlesey	Various (20mph)	20mph & associated traffic calming	RED	In detailed design. Survey results indicate can proceed with 20mph zones. Awaiting on approval from Town Council before

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
					proceeding to formal consultation. Plans sent 11/11. Still awaiting approval from town council. Officer chased on 21/12.
Cllr Connor / Cllr Boden	Whittlesey	Various (DYLs)	DYLs at junctions	RED	Design approved. Town council to informally consult. Town council to provide consultation results to determine next steps.
Cllr Connor	Doddington	High Street	Adjust kerbing & resurface footway	GREEN	Site visit complete. Design underway. Prelim design complete and to be reviewed by PM before sending to parish for approval. In for costing.
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Work Complete.
Cllr Gowing	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	Working on detailed design, discussions undertaken with street lighting. Street lighting design brief received. Liaise with UKPN over power connection.
Cllr King	Wisbech St Mary	High Road	30mph extension and traffic calming	RED	RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Submitting to PC for review WC 01/11.Plans sent to parish for approval on 24/12.
Cllr King	Parson Drove	Sealey's Lane	New footway construction	GREEN	Site visit complete. Design underway. In for costing.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 9
Total Outstanding 4

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 Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Scheme to be tied in with 2021/22 LHI. Design complete and approved by parish. Statutory consultation complete and in for costing 01/12.
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Design complete and approved by parish. In for pricing.
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Cost received for work from contractor. Adjusting design prior to raising works order. Design to be complete and sent to parish 07/01.
Cllr Dupre	Witchford	Main Street	Footway widening	RED	In costing phase with contractor. Overdue. Costs being queried by CCC. Still awaiting costs for revised plans. Officer chased on 21/12.

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 0
Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr J Schumann	Fordham	Carter Street	Raised table and speed cushions	RED	In detailed design, site visits complete. RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Next stage safety audit WC 01/11. Sent to safety audit 17/11. Awaiting safety audit.
Cllr Whelan / Cllr Dupre	Little Downham	B1411	Solar studs	RED	Waiting on footpath resurfacing before progressing with installation of solar studs. Progression dependent on third party. Scheme designed and submitted for pricing.
Cllr Dupre	Witchford	Main Street	Pedestrian crossing near school	RED	Meeting held with Parish Council, they would like a <u>Zebra</u> crossing to be installed (not stated at feasibility). Vehicle and Pedestrian Surveys are required - scheme on hold until children return to school in September. RED due to late request from PC to change type of scheme and outstanding milestones prior to delivery on site including road safety audit, formal consultation, and pricing. Surveys complete. Design underway.
Cllr Goldsack	Soham	Northfield Road	Warning signs & improvements	GREEN	Sent to applicant 26/10 for approval. Sent for costing 09/11. Still awaiting costs. Officer chased 21/12.
Cllr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	RED	Working on detailed design drawings. In for pricing.
Cllr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	RED	Design complete. Parish approved and submitted for road safety audit. Red due to lead in times for consultation and pricing before year end.
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	RED	In preliminary design. Awaiting speed survey data. RED due to road safety audit and formal consultation still outstanding. Plans to PC for approval WC 08/11.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
					Survey results prove need for calming features on High Street as not self-enforcing. Safety audit required. Plan with parish for approval.
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	Tied in with 20/21 LHI. Designed and with PC for approval. In costing.
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	Order raised. Waiting on delivery date.
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	Works programmed for 03/01. Not had confirmation of completion.

South Cambridgeshire Works Programme

Carried Forward from 2020/21

Total LHI Schemes 18
Total Completed 17
Total Outstanding 1

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 Atkins	Hardwick	Cambridge Road	Civils - Installation of priority give way build outs along Cambridge Rd.	RED	Works order raised. Waiting on start date from contractor.

Current Schemes for 2021/22

Total LHI Schemes 17
Total Completed 3
Total Outstanding 14

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ros Hathorn	Histon & Impington	Various - centre of village	Civils / Raised feature / Parking restrictions - High St/The Green change alignment of kerbs to narrow junction & imprint block paving pattern to highlight pedestrian desire line. Brook Close use existing desire line & install flat top hump 5m inset into junction. DYL waiting restrictions on Home Close, disabled parking spaces and refresh lining as required. Additional cycle stands are allowed for, exact locations to be confirmed.	RED	Design work complete. Parish have approved designs. Highlighted RED due to remaining work needed to deliver on site by year end, including formal consultation, road safety audit, and pricing. Parish have responded. Next stage road safety audit, expected lead in 8-12wks.
Maria King / Brian Milnes	Babraham	High St	Raised Features / Speed Limit - Install one single & four pairs of speed cushions along High Street. Single one to go next to existing give way feature. Install a new 20mph zone along High Street from the existing 30mph limit to the pub, moving the 30mph limit out of the village to where the existing cycle path ends.	GREEN	Parish have approved proposals. Order raised, delivery during Feb Half Term
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	GREEN	Parish have approved designs. With contractor for pricing.
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	RED	Parish have approved the design. Have received safety audit back. Issues with ongoing development causing delivery delays. Parish aware. Highlighted amber due to remaining work needed to deliver on site by year end, including road safety audit and pricing.
Michael Atkins	Barton	Village Wide	Speed limit - Additional lining/soft traffic calming in the 50mph limit area south of Barton. 40mph buffer zone on Haslingfield Rd. Comberton Road existing derestricted length sub 600m so infill whole length to 40mph. Dragons teeth and roundels on Wimpole Rd, Haslingfield Rd, Comberton Rd approaches to Barton. New pedestrian crossing for access to recreation ground on Wimpole Road by extending footway on Haslingfield Rd south	GREEN	Works order raised. Waiting on start date.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Neil Gough	Cottenham	Oakington Road	Civils / Speed Limit - Introduce a 40 mph buffer combined with a chicane feature, with 500mm drainage channel. Install 2 No new MVAS sockets, remark the 30mph roundel plus red surfacing and dragons teeth.	RED	Following feedback from parish and local residents, redesign sent to parish for approval. Highlighted RED due to remaining work needed to deliver on site by year end, including road safety audit, pricing and if possible work needs to be tied in with developer led footpath. Local member aware.
Maria King / Brian Milnes	Newton	Various - centre of village	Parking restrictions - Double yellow lines to prevent vehicles parking too close to 5 way junction in centre of village and limiting visibility.	GREEN	Parish have approved proposals. Order raised, waiting on start date from contractor.
Michael Atkins	Grantchester	Grantchester Road	Civils / Parking restrictions - Install a new give way feature around 20 metres west of farm access. Install double yellow lines on northern side of Grantchester Road from lay-by to point where it meets existing on southern side. Move 30mph east by around 20m. Install dragons teeth and 30mph roundel at new 30mph location, along with a village gateway feature on the inbound lane (in the verge).	GREEN	Submitted to contractor for pricing 24/12.
Mandy Smith	Graveley	Offord Road	Speed limit - Install a new 40mph buffer zone on top of existing 30mph speed limit on Offord Road. To accompany the buffer zone, install chevrons on the right hand bend to highlight it should be navigated at slow speed. Install a 'SLOW' road marking at existing warning sign and dragon's teeth and roundels at the 30/40 terminal signs.	GREEN	Parish have approved proposals. Order raised, waiting on start date from contractor.
Mark Howell	Bourn	Fox Road / Gills Hill / Alms Hill	Raised Features - Install two pairs of bolt down speed cushions at a height of 65mm on the down hill section of Alms Hills from Caxton Road. Includes patching existing road beforehand under road closure.	GREEN	Parish have approved proposals. Order raised, waiting on start date from contractor.
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	Parish have approved proposals. Order raised, waiting on start date from contractor.
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Work Complete - 26/10/21
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Work Complete
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Parish have approved proposals. Order raised, waiting on start date from contractor.
Sebastian Kindersley	Gamlingay	Mill Hill	Civils - Installation of 1.80m wide footpath between existing and farm shop	GREEN	Design work complete. Parish have approved. Submitted to contractor for pricing 25/10/21. Redesign work undertaken by CCC. Target Cost revision outstanding.
Sebastian Kindersley	Litlington	South St / Meeting Lane	Sign / Lines - Improvement to existing lining and signage in vicinity of South St to emphasise the existing one way system.	GREEN	Work Complete
Michael Atkins	Hardwick	St Neots Road	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central island, section of shared use path widening & 50mph speed limit from A1303 RAB.	RED	To be tied in with third party works at the request of the PC. Design complete. However scheme on hold at request of parish council due to proposals from GCP regarding the Camborne to Cambridge Guided Bus and Active Travel Tranche 2 proposals. Proceeding with 50mph limit only for now - currently out for formal advert.

Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 202
Planted 2944

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
Removed 2020/2021	1	12	5	1	2	21
Planted 2020/2021	1	34	17	2	0	54

This financial year summary:

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 2021/2022	0	3	0	2	7	12
Planted 2021/2022	0	0	3	0	0	3

Comparison to previous month:

Jan-22	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	0
Total	0	0

Dec-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	2	0
Total	2	0

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.

Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month JAN 0
Total Planted in Current Month JAN 0

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

South Tree Works

Total Removed in Current Month JAN 0
 Total Planted in Current Month JAN 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Comberton	Lina Nieto	Kentings	1	Diseased / Dead	Y	Y	1
Cottenham	Tim Wotherspoon	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2
Duxford	Peter Topping	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	1
Sawston	Roger Hickford	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	12
Little Shelford	Roger Hickford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	1
Longstowe	Mark Howell	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	1
Oakington	Peter Hudson	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	3
Sawston	Roger Hickford	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Bassingbourn	Susan van de Ven	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2
Bourn	Mark Howell	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	1
Grantchester	Lina Nieto	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	1
Histon	David Jenkins	Parlour Close	1	Damaged	2017-12-02	2017-12-02	1
Girton	Lynda Harford	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Grantchester	Lina Nieto	Mill Way	1	Subsidence	2018-10-29	2018-10-29	1
Little Wilbraham	John Williams	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	1
Waterbeach	Anna Bradnam	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	1
Bourn	Mark Howell	Riddy Lane (Church St) corner	4	Diseased / Dead	2019-11-04	2019-11-04	4
Hardwick	Lina Nieto	St Neots Rd	8	Diseased / Dead	2019-11-04	2019-11-04	8
							21
Comberton	Lina Nieto	Swaynes Lane	1	Obstruction	2020-02-27	2020-02-27	
Girton	Lynda Harford	Cambridge Road	1	Diseased / Dead	2020-04-30	2020-04-20	1
Foxton					2020-09-25	2020-09-25	2
Gamlingay	Sebastian Kindersley	Stocks Lane	1	Diseased / Dead	2020-11-02	2020-11-02	2
Gamlingay	Sebastian Kindersley	Northfield Close	1	Diseased / Dead	2020-11-02	2020-11-02	2
Grantchester	Lina Nieto	Coton Road	1	Dead	2020-12-02		2
Foxton	Caroline ilott	O/S 73 High street	1	Dead	2021-01-18	2021-01-18	1
Madingley	Lina Nieto	The Avenue, Madingley	2	Diseased / Dead	2021-03-06	2021-03-06	4

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Bourn	Mark Howell	Riddy Lane	3	Dead	2021-03-05	2021-03-05	6
Hardwick	Lina Nieto	Footpath off Limes Road	2	Diseased / Dead	2021-03-06	2021-03-06	2
Quy Mill Road	John Williams	Stow-cum-Quy				2021-04-00	5
Fowlmere road	Clive Bradbury	Newton	1	Diseased / Dead	2021-06-07	2021-06-07	1
Linton Road	Clarie Daunton	Little Abinton	1	Obstruction	2021-05-19		
Ickleton	Peter McDonald	Frogge Street	1	Dangerous	2021-08-00		
Bassingbourn	Michael Atkins	Canberra Close	1	Diseased / Dead	2021-10-00		
-	-	Total	60		-	-	102

East Tree Works

Total Removed in Current Month JAN 0
 Total Planted in Current Month JAN 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	1
Littleport	David Ambrose Smith	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	1
Ely	Anna Bailey	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	1
Ely	Bill Hunt	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	1
Ely	Anna Bailey	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	1
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	1
Ely	Anna Bailey	Witchford Road	2	Diseased / Dead	2020-07-16	2020-07-16	2
Burwell	Josh Schumann	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2019-05-11	2019-05-11	1
Sutton	Lorna Dupre	Bury Lane	1	Diseased / Dead	2019-09-25	2019-09-25	2
Lode	Mathew Shuter	Northfields	1	Removed in Error	2020-01-27	2020-01-27	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2020-02-10	2020-02-10	1
Stow cum Quay / Lode / Swaffham Bulbeck	Mathew Shuter / John Williams	A1303	43	A1303 Safety Scheme	2019-11-19	2019-11-19	
Dullingham	Mathew Shuter	Brinkley Road	3	Natural Disaster	2020-20-10	2020-20-10	1
Dullingham	Mathew Shuter	Station Road	2	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Broad Green	5	Natural Disaster	2020-20-10	2020-20-10	1
Soham	Mark Goldsack	Northfields	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	Newmarket Road	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2020-20-10	2020-20-10	1
Chippenham	Josh Schumann	Chippenham Rd	1	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Ditton Green	1	Natural Disaster	2020-20-10	2020-20-10	1
Sutton	Lorna Dupre	The Row	1	Dead	2021-01-14	2021-01-14	3
Lt Thetford	Anna Baily	Ely Rd	1	Natural Disaster	2020-15-09	2020-15-09	2

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	Fitzgerald Avenue	1	Diseased / Dead	2020-06-02	2020-06-02	1
-	-	Total	75	-	-	-	30

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 = **2800**

Fenland Tree Works

Total Removed in Current Month JAN 0
Total Planted in Current Month JAN 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
Wisbech	Samantha Hoy	Mount Drive	1	Obstruction	2021-02-02	2021-03-01	2
-	-	Total	6	-	-	-	10

Huntingdon Tree Works

Total Removed in Current Month JAN 0

Total Planted in Current Month JAN 0

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

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	
Hemingford Grey	Ian Bates	High St O/S no 2	1	Diseased / Dead	2018-10-17	2018-10-17	
St Ives	Ryan Fuller & Kevin Reynolds	Michigan Road	3	Dead	2019-06-18	2019-06-18	
St Ives	Ryan Fuller & Kevin Reynolds	Acacia Road	1	Subsidence	2019-06-18	2019-06-18	
Bluntisham	Steve Criswell	High St O/S no 2	1	Dead	2019-07-24	2019-07-24	
Bluntisham	Steve Criswell	Sayers Court	1	Diseased / Dead	2019-07-24	2019-07-24	
Hemingford Grey	Ian Bates	Green Close	1	Dead	2020-01-09	2020-01-09	
Brington	Ian Gardener	High Street	1	Natural Disaster	2020-02-10	2020-02-10	
Great Stukeley	Terence Rogers	Ermine Street	1	Natural Disaster	2020-02-10	2020-02-10	
Bury	Adela Costello	Tunkers Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Warboys	Terence Rogers	Ramsey Rd	1	Natural Disaster	2020-02-10	2020-02-10	
St Ives	Ryan Fuller & Kevin Reynolds	Harrison Way	1	Natural Disaster	2020-02-10	2020-02-10	
Hemingford Grey	Ian Bates	Marsh Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Ramsey	Adela Costello	Wood Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Offord Cluny	Peter Downes	New Road	1	Natural Disaster	2020-02-10	2020-02-10	
Godmanches ter	Graham Wilson	West Street	1	Natural Disaster	2020-02-10	2020-02-10	
Woodhurst	Steve Criswell	West End	1	Dead	2020-08-06	2020-08-06	
Pidley	Steve Criswell	Warboys Road	1	Dead	2020-09-01	2020-09-01	
Alwalton	Simon Bywater	Mill Lane	2	Diseased / Dead	2021-07-26		
Great Staughton	Ian Gardener	Beachampstead Rd/Moory Croft Cl	1	Diseased / Dead	2021-11-15		
Ramsey		Pathfinder Way Ramsey	1	Diseased / Dead	2021-11-00	2021-11-00	
Hartford		Desborough Rd Hartford	1	Diseased / Dead	2021-11-00	2021-11-00	
Ramsey	Adela Costello	Pathfinder Close	1	Diseased / Dead	2021-10-00		
Alconbury Weston	Ian Gardener	Gypsy Corner, Buckworth Road	2	Diseased / Dead	2021-12-02	2021-12-02	
-	-	Total	61	-	-	-	31

Summary of Place & Economy establishment (P&E) – Data compiled 31st December 2021

The table below shows:

- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- We can report that the percentage of “true vacancies” in P&E as of 25th November 2021 was 21.8% of the overall establishment of posts. Please note this down from the previous month, which was at 22.5%. This is due to ongoing work with the Heads of Service to delete any posts which have been vacant for a considerable period of time, or which are not actively being recruited to.
-

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		293.1	82.1	376.2	21.8%
Planning, Growth and Environment	Asst Dir - Planning, Growth and Environment	1.0	3.0	4.0	75.0%
	Flood Risk & Biodiversity	14.6	2.3	16.9	13.6%
	Historic Environment	10.2	1.0	11.2	8.9%
	County Planning Minerals & Waste	11.3	3.0	14.3	21.0%
	Growth and Development	10.8	3.0	13.8	21.7%
	Waste Disposal including PFI	7.7	3.0	10.7	28.0%
Planning, Growth and Environment		55.6	15.3	70.9	21.6%
Climate Change and Energy Service	Energy Projects Director	6.7	1.0	7.7	13.0%
	Energy Programme Management	2.9	0.0	2.9	0.0%
Climate Change and Energy Service Total		9.6	0.0	10.6	0.0%
H&T, Highways Maintenance	Asst Dir - Highways	3.0	0.0	3.0	0.0%
	Highways Other	9.0	2.0	11.0	18.2%
	Highways Maintenance	34.8	9.0	43.8	20.6%
	Asset Management	12.0	4.0	16.0	25.0%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	1.0	0.0	1.0	0.0%
	Project Delivery	14.4	21.0	35.4	59.3%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.0	0.0	2.0	0.0%
	Highways Development Management	18.0	1.0	19.0	5.3%
	Park & Ride	15.0	0.0	15.0	0.0%
	Parking Enforcement	14.8	2.4	17.2	14.0%
	Road Safety	34.4	9.1	43.5	20.9%
	Traffic Management	40.6	8.3	48.9	17.0%
	Transport & Infrastructure Policy & Funding	12.3	3.0	15.3	19.6%
Highways	Street Lighting	5.0	6.0	11.0	54.5%
Highways and Transport Total		216.3	65.8	282.1	23.3%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.6	1.0	12.6	8.6%
Exec Dir Total		11.6	1.0	12.6	7.9%

Highways and Transport Policy and Service Committee Agenda Plan

Published on 1 February 2022

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
- 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
[26/04/22]	<i>Reserve Date</i>				
12/07/22	Resident Parking	Sonia Hansen	Yes		
	St Ives Study	Jeremey Smith	Not Applicable		
	CPCA Local Transport and Connectivity Plan	Jeremey Smith	Not Applicable		
	Road Safety Schemes 2022-23	David Allatt	Not Applicable		
	Mill Road Consultation	GCP	Not Applicable		
	Permit Changes	Sonia Hansen	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not Applicable		

[13/09/22]	Reserve Date				
4/10/22	Finance Monitoring Report	Sarah Heywood	Not Applicable		
	Parking and Enforcement Policy	Sonia Hansen	TBC		
	Civil Parking Enforcement Application	Sonia Hansen	Yes		
6/12/22	Finance Monitoring Report	Sarah Heywood	Not applicable		

To be scheduled

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

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