HIGHWAYS AND TRANSPORT COMMITTEE

Tuesday, 07 March 2023

Democratic and Members' Services
Linda Walker
Interim Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

Red Kite Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1	**Apologies for absence and declarations of interest** *Guidance on declaring interests is available at* *http://tinyurl.com/ccc-conduct-code*	
2	**Highways and Transport Committee - Minutes 6 December 2022**	**5 - 18**
3	**Petitions and Public Questions**	

KEY DECISIONS

4	**Mill Road Bridge Permanent Traffic Regulation Order**	**19 - 40**
5	**Cambridgeshire's Active Travel Strategy**	**41 - 196**

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The Highways and Transport Committee comprises the following members:

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

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	Daniel.Snowdon@cambridgeshire.gov.uk

Highways and Transport Committee: Minutes

Date: 6 December 2022

Time: 2:00pm to 3.50pm

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Douglas Dew, Lorna Dupre, Jan French, Ryan Fuller, Bryony Goodliffe, Mark Howell, Peter McDonald, Mac McGuire, Brian Milnes, Alan Sharp and Mandy Smith

Venue: New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

119. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Bird, Fuller and King. Councillors Goodliffe and Howell substituting respectively.

120. Minutes – 4 October 2022 and Action Log

The minutes of the meeting held on 4 October 2022 were agreed as a correct record and the action log was noted.

121. Petitions and Public Questions

No petitions were received. There were comments and a question from members of the public that were heard under the relevant agenda item.

122. Transforming Cities Fund

The Committee received a report that sought the Committee's approval for the delivery of the Cambridgeshire elements of the 2023/24 programme to be funded from the Cambridgeshire and Peterborough Combined Authority's Transforming Cities Fund (TCF) allocation.

During discussion of the report Members:

- Welcomed the allocation of funds for county-wide speed reduction measures. Noted that the City of Ely Council endorsed a 20mph zone for the city and welcomed the engagement that Cambridgeshire County Council

- Sought clarity on how the decision was taken for which schemes to include within the TCF funding allocation. The presenting officer explained that the schemes included were pre-existing schemes that had been taken from existing strategies or projects. Substantive discussions with the CPCA began in earnest during

September and October 2022. Deliverability within specified timescales (15 months) was highlighted as a key concern when selecting the schemes. There would be opportunity for member and wider stake holder involvement during the design phase of the projects.

- Noted that existing schemes were prioritised by officers against the stated objectives of the CPCA to determine what schemes would go forward. the schemes were prioritised by officers by looking at existing schemes. In response, Members requested that they were involved in future when such exercises were taking place.

- Welcomed the inclusion of the Addenbrooke's roundabout and highlighted the School Streets programme calling for a larger budget for such schemes in the future.

- Expressed concern regarding the inclusion of the proposed Chatteris zebra crossing without consultation with Parish or District Councils.

- Questioned whether if some of the schemes included were unable to be delivered, would there be a mechanism through which replacement schemes would be brought forward and included within the TCF. Officers confirmed that there were schemes that could potentially replace any that were unable to be progressed and officers would ensure member involvement and scrutiny of any such replacement schemes.

- Noted the updated provided regarding the BP roundabout in Ely and requested that it be reviewed with a view to be being included within the TCF.

It was resolved to:

a) Delegate authority to the Service Director, Highways and Transport to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the schemes in Cambridgeshire identified for funding in this report;

b) Approve the delivery of the new Cambridgeshire elements of the 2023-24 Transforming Cities Fund programme.

123. Review of Draft Revenue and Capital Business Planning Proposals for 2023-28

The Committee received a report that presented the draft business planning proposals for 2023-28. Budget gap highlighted was in the order of £28m and that has been reduced over the past months. Biggest pressure is from inflation. Higher than average inflation in Highways. Proposals detailed in paragraph 6.5 and contained in the appendix. Capitisation of some revenue costs for 2 years no reduction in spending power and will be returned to revenue after the 2 years. Investment in LED streetlighting.

During discussion of the report Members:

- Highlighted the particularly acute inflationary pressures within the supply chain, commenting that Government forecasts predicted that it would fall away. Officers informed the Committee there were signs that inflation was levelling off. However, they remained vigilant. Members noted that supply chain issues were causing difficulties in sourcing parts and materials. Officers reassured the Committee that work was ongoing with suppliers to manage the situation and secure materials earlier. Electrical components were particularly difficult to source due to the war in Ukraine which was a key manufacturer of such components.

- Noted that officers were currently working with the street lighting contractor regarding the PFI contract to enable the replacement of remaining lanterns with LED units.

- Commented that paragraph 1.2 of the report was inaccurate when referencing the previous Government.

- Questioned what consideration had been given to prioritising spending on areas that would reduce future demand, citing grip cutting as a particular issue where if it was undertaken regularly would reduce the level of potholes occurring on the edge of roads. Officers explained that there was currently an ongoing programme of drainage maintenance and gulley clearing. There was also a programme of drainage interventions taking place that included the re-introduction of Grip cutting. Members emphasised the importance of Grip cutting and urged its prioritisation.

- Highlighted the increased costs of materials faced by the Council such as bitumen products that had risen by 35%.

- Sought greater clarity regarding the capitalisation of revenue investment. The presenting officer explained that it was proposed to capitalise £4m of revenue for a period of 2 years, at which point it would return to revenue.

- Expressed concern regarding the highway maintenance budget and the inflationary pressures that would affect it and represent a sizable decrease in the budget.

- Welcomed the highways recycling scheme that sought to re-use aggregate material rather than quarrying new aggregate.

It was resolved to:

a) Note the progress made to date and next steps required to develop the business plan for 2023-2028;

b) Comment on and endorse the budget and savings proposals that are within the remit of the Committee as part of consideration of the Council's overall Business Plan;

c) Comment on and endorse the proposed changes to the capital programme that are within the remit of the Committee as part of consideration of the Council's overall Business Plan;

d) Note the updates to fees and charges for 2023-24.

124. Civil Parking Enforcement (CPE) Update

The Committee received a report that provided an update on the transfer of Civil Parking Enforcement (CPE) powers and responsibilities for on-street enforcement from the Police to the Highway Authority in accordance with the Traffic Management Act 2004.

During discussion of the report Members:

- Noted that the Greater Cambridge Partnership (GCP) and Cambridgeshire County Council had identified funding and discussions were ongoing with the Cambridgeshire and Peterborough Combined Authority. Officers undertook to provide a financial summary that had been previously circulated to the Committee. **ACTION**

Councillor McDonald left the meeting at 3pm

- Expressed concern and disappointment regarding the delays to the project and questioned whether there would be negative financial implications for district council's due to the delay. The Committee noted that discussion regarding funding were on going at that grant funding from the Combined Authority was time limited.

- Noted that regarding funding provided by the Greater Cambridge Partnership; it was able to do so through its ability to invest in the travel to work area. It was noted further that the GCP was also using that ability to providing funding for buses.

- Expressed concern regarding the delays to the project and the funding.

- Noted the caveats contained within the report regarding the cost estimates and the potential for escalation.

- Noted the substantial difference in costs between the Police and the Council as all signage and lines would have to dealt with in one blanket programme whereas under Police enforcement they would be replaced on continual basis.

It was resolved to:

a) Note the content of the CPE Update.

b) Note the County Council's one-off contribution to support authorities implementing CPE (see 2.1 – 2.6)

125. 20 MPH – Update

The Committee received a report that updated the Committee on the 20mph programme. The report reflected the discussions that had taken place at previous Highways and Transport Committee meetings and at the Member Working Group. The report also sought the Committee's approval for various 20mph schemes across the county.

The Committee received comments from Jeremy Shepherd attached at Appendix A

The Chair invited the local Member for Godmanchester, Councillor Graham Wilson to address the Committee. Councillor Wilson began by welcoming the support of the Godmanchester scheme by Mr Shepherd and highlighted the benefits of the scheme to the community. The scheme had attracted the support of both Town and District Councillors (who submitted the bid) and that of residents. The consultation received only 3 objections to the proposed scheme and the local Facebook group had been broadly supportive of the proposals. Attention was drawn by Councillor Wilson to the number of accidents that had occurred within the proposed zone boundary, several of which have been given a serious rating. Councillor Wilson's reservations regarding the need for buffer zones had successfully been addressed by officers. Regret was expressed that the scheme could not be implemented on unadopted roads of which there would be many given the level of development that was taking place in the area, expressing hope that they would have 20mph limits before being adopted. Councillor Wilson also expressed regret that there was no available budget for physical speed reduction measures. Concluding his comments, Councillor Wilson urged the Committee to support the scheme having noted the objections received.

During discussion of the report Members:

- Thanked the member working group for its work and welcomed that prioritisation should not be dependent on the 24mph mean speed and should not prevent a scheme being considered against the wider prioritisation criteria.

- Drew attention to Cambourne as an area that was self-contained and was ready to adopt a 20mph zone. However, there were several roads that remained unadopted by the Council and it was therefore essential that provision be made for any new developments to ensure roads had 20mph speed limits when built.

- Questioned the efficacy of Section 38 agreements in compelling developers to take action as they often took years to implement.

- Commented that it was essential that planning authorities ensure that 20mph zones were incorporated within new developments during the planning process.

- Noted that additional funding would be provided through the Transforming Cities Fund that had been agreed following the publication of the report. The Member Working Group would consider allocations of Transforming Cities Fund money.

It was resolved to:

a) Note the update on progress from the Member Working Group

b) Agree the Speed Limit Policy changes set out in paragraph 2.2 and 2.3

c) Agree the prioritisation framework in Appendix A

d) Determine the objections received to the proposed installation of various 20mph speed restrictions in Appendix B. To approve the proposed speed limit orders as advertised, and inform the objectors accordingly

126. Active Travel Design Guide Update

The Committee received a report that provide the Committee with an update on the Active Travel Design Guide. The guide was being developed with the intention to provide information and resources for the planning, design, construction and maintenance of public rights of way routes for active travel in Cambridgeshire.

The Committee received a public question regarding this item attached at Appendix B.

During discussion of the report Members:

- Noted the report had been requested by a member of the Committee and therefore had to be scheduled in alongside other projects.

- Drew attention to the Cambridgeshire and Peterborough Combined Authority (CPCA) and its role within travel and questioned why it was not mentioned within the draft guide. The presenting officer advised that engagement was taking place with the CPCA on the active travel strategy which would be a child document of the Local Transport and Connectivity Plan (LTCP). The intention was to link the guide with the Active Travel Strategy in order that it was linked with partner organisations.

- Noted and welcomed the input from a wide range of stake holders.

- Echoed support for the formation of a member working group that would review the draft design guide.

It was resolved to:

a) Recognise progress and challenges to date, as detailed in the update.

b) Approve the formation of a cross party Member Working Group to review the draft Design Guide and feedback to the Highways and Transport committee.

c) Agree the proposed planned activities for stakeholder engagement.

127. Finance Monitoring Report – October 2022

The Committee received a report that updated the Committee on the budgetary position for the Place and Sustainability directorate. The presenting officer highlighted the revenue pressures relating to the Committee's remit included street lighting, park and ride and lost sales, fees and charges. The Committee also noted the financial position relating to the capital budget.

During discussion of the report Members:

- Queried the figures provided within the report relating to the highways maintenance budget, of which £7m remained unspent and the forecast variance was only £40k, as it would have been expected that most maintenance would have been undertaken during the summer when whether conditions were more favourable. The presenting officer explained that the report detailed the financial position up to the end of October 2022 and there was a delay in invoicing and confirmed that the forecast was the anticipated spend for the year. The spend was on a cash basis rather than accruals. Accruals would take place at the end of the financial year where work had been undertaken but had yet to be invoiced.

- Sought clarity regarding pressure relating to Guided Bus maintenance relating to the installation of a temporary fence and safety measures together with access charge income. Officers undertook to provide a split of the pressure to the Committee ACTION

It was resolved to:

Review, note and comment on the report.

128. 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.

Chair

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 5th September 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	Discuss with Milestone the feasibility of offering an enhanced pothole repair service. This was raised again at the Highways and Transport Committee on 15th September	Officers are reviewing the Dragon Patcher system as part of a wider review of how we deal with potholes. A series of Workshops with Highways Improvement Board Members is underway. As part of the workshops the costs, use and benefits of the Dragon Patcher are being investigated. The workshop is looking at potential proactive approaches for pothole and surface defect repairs. This will now be monitored through Highways Improvement Board.	Complete

Minutes of Highways and Transport Committee 19th January 2021					
66.	Cambridgeshire County Council Commuted Sum Proposals	Jon Munslow	Final consultation document to be circulated to committee 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 in July prior to undertaking a formal consultation process Following some delays in the process work on developing draft policy is now at an advanced stage, consultation document will be shared with H&T members as soon as possible Report to be presented to March Committee	Complete

Minutes of Highways and Transport Committee 22 June 2021					
Minute number	Item title	Responsible officer(s)	Action	Comments	
5.	Minutes Action Log	Mike Williams	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 was presented to 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 2022 Proposed agenda item for December Committee Update report describing current position and next steps on the agenda 6th December Report to be presented to March Committee	Complete

Minutes of Highways and Transport Committee 4 October 2022					
Minute number	Item title	Responsible officer(s)	Action	Comments	
116.	Business Planning	Sue Procter	A Member expressed concern over staffing issues and the reliance on agency staff and difficulty recruiting staff. Can we formerly ask that we do some bench-marking. Particularly with other local highway authorities and how they are approaching the difficulties.	Resources paper planned for March Committee feedback on this will be included within this report. Report to be presented to March Committee	Complete
117.	Finance Monitoring Report	Sue Procter / Sarah Heywood	Number of vacancies – can we be updated on recruitment and the number of interims in post	Resources paper planned for March Committee. Report to be presented to March Committee	Complete

Minutes of Highways and Transport Committee 6 December 2022					
Minute number	Item title	Responsible officer(s)	Action	Comments	

124.	Civil Parking Enforcement	David Allatt	Members requested the updated financial summary be circulated to the Committee	Email sent from Daniel Snowdon on 15 December with this information to committee members	Complete
125.	Finance Monitoring Report	~~Sue Procter~~ David Allatt/ Sarah Heywood	A split was requested of the following figure: **Park & Ride (+£637K)**: There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence and safety measures on the southern section of the busway. Also access charge income has not yet recovered to pre-Covid levels	DA has provided these figures and they have been circulated to members via Dan Snowdon	Complete

Mill Road Bridge Permanent Traffic Regulation Order

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director, Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2023/042
Outcome:	To consider representations received during the five-week Mill Road bridge Traffic Regulation Order (TRO) notice period to the proposed modal filter and to decide on whether to introduce the TRO
Recommendation:	Committee is asked to: a) Determine the formal objections without holding a public enquiry; b) Approve the proposed modal filter on Mill Road bridge, as advertised; and c) Inform the objectors accordingly

Officer contact:
Name: David Allatt
Post: Assistant Director: Transport Strategy & Network Management
Email: david.allatt@cambridgeshire.gov.uk
Tel: 07411 962132

Member contacts:
Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
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1. Background

1.1 On 12 July 2022 the Highways and Transport Committee considered the results of the Greater Cambridge Partnership's consultation on Mill Road modal filter proposals. The Committee resolved to publish a TRO to reinstate the modal filter on Mill Road, including exemptions for disabled and taxis, to improve sustainable travel opportunities on Mill Road. This report asks Members to consider the objections received through the statutory process.

Mill Road – Experimental Bus Gate 2020 - 2021

1.2 In June 2020 a Bus Gate was installed on Mill Road railway bridge with the aim of encouraging sustainable travel whilst enabling social distancing during the pandemic. It was implemented under an Experimental Traffic Order (ETO) and restricted vehicular traffic over the bridge, except for buses and emergency vehicles, and allowed cyclists and pedestrians. Feedback from the statutory objection period and a public survey showed a mixed response from the public on whether or not to make the ETO permanent. On 27 July 2021 the Highways and Transport Committee resolved to remove the Bus Gate restriction but to then undertake a full review and public consultation on the options and use of Mill Road.

1.3 On 4 November 2021, the Committee resolved to request that the Greater Cambridge Partnership (GCP) undertake the work to review and consult on options for Mill Road within the context of its City Access proposals.

Greater Cambridge Partnership Review of Mill Road 2022

1.4 The GCP public consultation on Mill Road sought to demonstrate how proposals for Mill Road would work with the City Access strategy, achieve the widest possible exposure of proposals through a multi-channel approach, and provide assurance of the public consultation process. The consultation was carried out in Spring 2022 and included focus group meetings with key stakeholders and a public survey between 7 February and 21 March. 1,986 responses were received in total, with a large amount of qualitative feedback, including responses from a number of different groups and organisations. The full consultation report is available here: Mill-Road-Spring-2022-Report (greatercambridge.org.uk)

1.5 Key findings of the GCP public consultation include:

- 54% of 1,962 respondents indicated 'congestion' was the most important issue affecting the way they use Mill Road. Other issues included pavements (17%), speeding (14%), parking (12%).
- 77% of 1,974 respondents opposed 'Theme 1: Do nothing' whilst 83% supported 'Theme 2: Improve the quality of the place' and 77% supported 'Theme 3: Changes to traffic and access in the medium and long term'.

- 72% of 1,975 respondents supported restricting motor vehicles from crossing Mill Road bridge and 70% supported possible allowances for buses, taxis and drivers with disabilities and/or mobility needs.

Respondents to the public consultation clearly supported a re-instatement of the Mill Road modal filter but with important caveats such as allowing exemptions for disabled residents and taxis. They also supported improvements to the public realm, walking, cycling and local parking along Mill Road.

1.6 A report on the GCP review was provided to the Committee at its 12 July 2022 meeting. The Committee agreed to progress with the next steps to enable the implementation of the modal filter. The Committee was aware that there is a statutory requirement to consult on a TRO as part of this process. The Committee duly approved the recommendations to consult on a TRO, with exemptions including disabled residents and taxis, to work with the Combined Authority and GCP on a public realm scheme, to work with GCP on the Network Hierarchy Review and to monitor and review traffic levels should the modal filter be reintroduced.

2. Main Issues

2.1 In Autumn 2022 a series of meetings was held to discuss the nature of the exemptions involving Council officers from Parking Operations, Traffic Management, Policy and Regulation, Transport Strategy, Blue Badge team and the Project team as well as local Councillors, Councillor Bird and the City Council Disability Panel.

2.2 The Mill Road Bus Gate TRO was advertised on 28 November 2022; the proposed TRO would restrict vehicular traffic over the railway bridge, but with a greater number of exemptions than the earlier Bus Gate scheme: local buses, cyclists, pedestrians, taxis/PHVs, blue badge holders and authorised vehicles would all be exempt.

2.3 The TRO notice period then followed, from 28 November 2022 to 6 January 2023, in which formal objections to the proposal, together with the grounds on which they were made or any additional comments, could be sent in writing to the County Council's Policy and Regulation team. It should be noted that the formal consultation stage of a TRO is open for all to comment on. All comments must be duly considered before a TRO can be made operational and the scheme implemented on site.

2.4 The Policy and Regulation team received 690 objections (and also 291 comments supporting the TRO) from both individuals and different groups and organisations. Of the 690 objections, 374 provided no rationale; similarly of the 291 supportive comments, 47 did not provide a rationale. 316 objections and 244 supportive comments were submitted with detailed feedback.

Key findings of the statutory consultation include:

Objections

- Negative impact on businesses
- Limited access to businesses and amenities
- Increased congestion and air pollution on alternative routes
- Unfair on those with mobility issues who are not blue badge holders

Support

- Safer for walking and cycling
- Reduced traffic and air pollution on Mill Road
- Improved accessibility and environment
- GCP consultation showed both local and wider community supported the scheme

See Appendix 1 for a table summary of the main themes (and CCC responses).

2.5 The objections to the proposed TRO closely reflected those that had been raised in the 2022 GCP public consultation. No new issues were raised; many of those groups and individuals who opposed the modal filter in the public consultation have also sent in objections to the TRO. When the Committee unanimously approved the recommendation to consult on the TRO in July 2022, they did so with an understanding of the thorough nature of the 2022 public consultation and the fact that 72% of respondents supported restrictions on motor vehicles crossing the bridge.

2.6 If the TRO is approved by the Committee, the next steps would be:

From 8 March 2023, blue badge holders would be able to register two vehicles for exemption via an online application form. The application would then be processed and an email sent to the blue badge holder confirming the exemption is in place. Blue badge holders should allow up to three working days for their application to be processed.

May/June 2023 - a temporary layout including cameras, signs and road markings, would initially be installed at either end of the railway bridge. Signs would also be installed along Mill Road and on nearby streets to inform drivers about the new road layout and to advise drivers that businesses on Mill Road remain accessible and open as usual. The temporary layout would allow the scheme to be implemented whilst an agreement with Network Rail is reached on the nature of the permanent layout on the railway bridge.

Late summer 2023 - works on the permanent layout would begin.

2.7 The traffic restrictions would be enforced by Automatic Number Plate Recognition (ANPR) cameras with the registered owner of any non-exempt motor vehicle recorded using the bridge receiving a fine. There would be a period of grace, of about a month, when non-exempt drivers would receive warning notices only and if they are exempt, would be encouraged to register on-line.

2.8 Funding is being sought for work to develop and implement public realm improvements on Mill Road. This work would initially consider what changes might be made to improve the environment for those who live on and around Mill Road and for those that visit to access shops and services, and to support those shops and services on Mill Road. Possible measures to be investigated could include (but are not exclusive to):

- Measures to declutter areas, for example by widening pavements or relocating street furniture, allowing for more space to be given to pedestrian and amenity use.

- Renewal of street furniture and pavement surfacing.

- Work with businesses on Mill Road to consider whether their servicing needs can be better addressed, and reduce conflict of servicing activities with other users of Mill Road.

- A more comprehensive consideration of how space on the bridge is used with the bus gate in place; by buses, permitted vehicle users, pedestrians and cyclists.

2.9 This work would be undertaken in discussion with the local community and local stakeholders. Timescales depend on the availability of funding, but it is anticipated that scoping, design and engagement / consultation could be undertaken in 2023/24.

2.10 Mill Road traffic monitoring:

Traffic levels are now higher than they were in 2019 (before the pandemic):

- 2019 - daily vehicle flows of 6,000 to 8,000 on the eastern section of Mill Road;
- Autumn 2022 - daily vehicle flows of over 9,600 along the same section.

If the TRO is approved, the County Council would closely monitor the impact on traffic in the surrounding area. Traffic monitors are located at:

- Mill Road (near Hobart Road and Mortimer Road)
- Tenison Road
- Station Road
- Gonville Place
- Hills Road (near Norwich Street and on railway bridge)
- Cherry Hinton Road
- Coleridge Road
- Perne Road
- Coldham's Lane
- East Road

2.11 Air Quality Monitoring:

Cambridge City Council ran a trial of Air Quality (AQ) monitoring sensors during the closure of the railway bridge in 2019 (for Network Rail works) so AQ data on Mill Road and the diversion routes from that time is available for any comparison analysis. If the TRO is approved, the County Council would work with the City Council and Connecting Cambridgeshire to ensure AQ sensors are in place and providing the required data (NO2, CO2 emissions, fine particles).

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- A modal filter on Mill Road bridge would reduce congestion and encourage active travel, therefore decreasing motor vehicle use which would have a positive impact on the environment and sustainable travel choices

- Improved air quality would be beneficial for the environment on Mill Road.
- Monitoring of traffic levels and air quality on alternative routes would need to be undertaken post-implementation.

3.2 Health and Care

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

- A modal filter on Mill Road bridge would encourage more trips to be made by active travel modes and therefore increase regular physical activity.
- Lower traffic levels would improve road safety and air quality.

3.3 Places and Communities

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

- A modal filter on Mill Road bridge would reduce traffic levels, encourage active travel between communities and support future place-making measures such as wider pavements and public realm improvements.
- A modal filter on Mill Road may lengthen some vehicle journeys between communities.

3.4 Children and Young People

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

- A modal filter on Mill Road bridge would reduce traffic levels and improve road safety thus better connecting communities to schools and supporting safer routes to schools.
- Children and young people often do not have access to a car or cannot afford public transport and so more safe cycling and walking provides increased opportunities for independent travel.

3.5 Transport

The report above sets out details of significant implications.

4. Significant Implications

4.1 Resource Implications
There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders. The appropriate statutory procedures regarding advertisement and consultation must be followed. If any objections are received then these have to be thoroughly considered before a final decision is taken.

The Council has considered the provisions of sections 1 and 122 Road Traffic Regulation Act 1984 and considers that it is expedient to make the order for the reasons set out in this report.

The deadline for the making of the order is two years following the publication date of the notice of proposals.

The order can be challenged by way of judicial review within 6 weeks of the date the order is made.

4.4 Equality and Diversity Implications
See Equality Impact Assessment in Appendix 2

4.5 Engagement and Communications Implications
The report above sets out details of significant implications in paragraphs 2.1 to 2.4.

4.6 Localism and Local Member Involvement
The following bullet points set out details of implications identified by officers:

- Close working with the local community on the design of the bridge restrictions would be essential as with the future public realm scheme.
- Local members have been regularly informed of the progress of the TRO scheme and informal meetings have taken place.

4.7 Public Health Implications
The following bullet points set out details of implications identified by officers:

- The scheme would encourage a greater number of trips to access key services and work and leisure destinations to be made by active modes, thus promoting healthy choices
- Increased active travel would decrease car use, especially for shorter journeys, thus leading to a reduction in air pollution.

4.8 Climate Change and Environment Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.
Neutral

4.8.2 Implication 2: Low carbon transport.
Positive:
Explanation:
Implementation of the scheme would lead to more walking and cycling as well as more journeys undertaken by public transport and few car journeys.

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

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral

4.8.5 Implication 5: Water use, availability and management:
Neutral

4.8.6 Implication 6: Air Pollution.

Positive:
Explanation:
Implementation of the scheme would lead to fewer car journeys and reduce air pollution on Mill Road; however increased congestion on alternative routes may lead to poorer air quality. It should be noted that the City Council Air Quality Monitoring report on the full bridge closure in 2019 stated: *"Despite the significant changes in traffic volumes on some of the roads in the study area, there was no discernible corresponding change in air pollutant concentrations"*.

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

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 & Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Anne Gerzon

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes or No
Name of Officer: David Allatt

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: David Allatt

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

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

5. Source documents guidance

5.1 Source documents

Copies of the written representations (redacted) received during the consultation period. Copies of the consultation documents (public notice, site notices, consultation letters – sent to residents and statutory consultees).

5.2 Location

Available upon request from the Policy & Regulation team: (policyandregulation@cambridgeshire.gov.uk)

Objections	CCC Officer Response
Negative impact on businesses / Limits access to businesses and amenities	All properties would remain accessible to all traffic but may involve a longer journey for some drivers. Similar schemes elsewhere in the UK have shown that reducing traffic on high streets creates a more inviting environment for shoppers and increases footfall / sales. Signage at key locations would indicate that businesses are open as usual.
Increased congestion and air pollution on alternative routes	Traffic flows may increase on alternative routes so monitoring of traffic levels on Tenison Road, Cherry Hinton Road, Coldham's Lane and East Road would be undertaken, followed by appropriate interventions if required. GCP is considering sustainable solutions for the wider area as part of its Road Network Hierarchy review. UK data has shown that modal filters increase road safety and active travel whilst reducing vehicular trips both within the modal filter area and on alternative routes.
Unfair on those with mobility issues who are not Blue Badge holders	Drivers who rely on a motor vehicle would be impacted by the modal filter, with longer journeys. This will always be the case with certain traffic management schemes. An Equality Impact Assessment has been carried out. The negative impact is not considered to be significantly different from that on other drivers. See Appendix 2.
The traffic restrictions on Mill Road bridge will split communities	UK data shows that modal filters reduce traffic flows and make active travel an attractive choice for getting out and about in the local area; interactions between local communities are thus enhanced.
Why should taxis be permitted? They will add to the number of vehicles on the bridge and exacerbate road safety issues	There was clear support in the GCP consultation for taxis to be exempt from the traffic restrictions, especially as they are used by disabled people who do not drive but require a motorised vehicle for transport. To determine compliance with the 20mph speed limit along Mill Road, speed monitoring could be considered once the modal filter is in place.
The bus service is poor	The modal filter would reduce congestion and thereby improve bus journey times - this was seen with the earlier ETRO Bus Gate scheme.

Support	Officer's Responses
Promoting more sustainable travel such as walking, cycling and using public transport will improve the environment for all. The previous closure made the area better for walking and cycling	Promoting sustainable travel is also required to facilitate the sustainable growth of the city.
Improved road safety especially for vulnerable users	Mill Road has a poor road safety record with 4 accident cluster sites. Lower traffic levels should make the road safer for those walking, cycling and scooting
Illegal parking and unloading	The design of the public realm scheme will seek to address parking issues
Reduced traffic and air pollution on Mill Road	Air quality should improve as a result of lower traffic levels
GCP consultation showed both local and wider community supported the scheme	Noted

Appendix 2

EQUALITY IMPACT ASSESSMENT

Directorate: Highways and Transport

Service: Project Delivery

Team PD – General

Proposal being assessed: **Mill Road permanent TRO scheme**

Key service delivery objectives and outcomes:

Active travel, including walking and cycling, is a priority and local transport objective in Cambridgeshire. All transport infrastructure requirements and schemes are recorded in the Cambridgeshire Transport Investment Plan. Schemes are prioritised and funding sought as opportunities arise. Cambridgeshire and Peterborough Combined Authority (CPCA) is the local transport authority for Cambridgeshire. Active and sustainable travel are amongst the objectives as detailed in the draft CPCA Local Transport and Connectivity Plan.

Employment - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity

Resilience - Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

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

Climate Change - Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change

Funding and delivery of an accessible, resilient, sustainable and safe local transport network.

What is the proposal:

In May 2020, following the outbreak of the Covid 19 pandemic, the Government made £250M Emergency Active Travel Fund monies available for pop-up cycle

lanes, wider pavements and cycle and bus corridors to enable social distancing and encourage people to choose to walk or cycle than drive.

The Cambridgeshire and Peterborough Combined Authority (CPCA) asked Cambridgeshire County Council and Peterborough City Council to develop proposals for experimental active travel schemes; one of the proposed schemes included measures to address issues on Mill Road, Cambridge – narrow pavements in an area with high footfall to shops, restaurants and businesses and a high volume of motor and cycle traffic sharing a carriageway of restricted width. Mill Road suffers from high levels of through traffic, which combined with local traffic and the high number of pedestrians and cyclists, causes significant congestion, particularly at peak times, and an unpleasant environment. Air pollution and a poor road safety record are directly related to these issues.

After discussions with local councillors, it was agreed that a Bus Gate on Mill Road bridge would allow for the removal of through traffic and create additional space for social distancing. A series of temporary build-outs was also installed along Mill Road to encourage social distancing and slower traffic speeds.

An Experimental Traffic Order (ETO) restricting vehicular traffic over the railway bridge, except for buses, emergency vehicles, cyclists and pedestrians came into force on 24 June 2020. [In principle an ETO can run for a limited period of up to 18 months with formal objections to be made in writing in the first 6 months after it comes into force.] A public survey on the Bus Gate was also undertaken during the objection period.

Feedback from the first 6 months, together with the public survey, showed a mixed response from the public with a balanced view from those supporting or opposing making the ETO permanent. Recurring themes included: the transport and environmental benefits for many users, especially non-motorised users, the negative impact on businesses due to reduced passing trade, displaced traffic on residential roads and the need to use longer routes impacting negatively on people of low income and taxi users. The need for blue badge holders and taxis to be exempt from the traffic restrictions was raised at this stage. Analysis of the public survey suggested that a number of duplicate responses may have been submitted which may have influenced the number of responses supporting or opposing the Bus Gate scheme.

On 27 July 2021 the Highways and Transport Committee resolved to remove the Bus Gate restriction and undertake a full review and consultation on the options and use of Mill Road; in November 2021 the Committee asked the Greater Cambridge Partnership (GCP) to undertake the work to review and consult on options for Mill Road within the context of its City Access proposals.

The GCP review of Mill Road was carried out in Spring 2022 and included focus group meetings and workshops with key stakeholders and a public consultation between 7 February and 21 March. 1,986 responses were received in total, with clear support (72%) for the re-instatement of the Mill Road Bus Gate but with important caveats such as allowing exemptions for disabled residents and taxis. 83%

of respondents also supported improvements to the public realm, walking, cycling and local parking along Mill Road.

On 12 July 2022 a report on the GCP review was considered by the Committee who agreed to progress with the next steps to enable the implementation of the Bus Gate. A statutory consultation on making a TRO permanent, with exemptions including disabled residents and taxis, would be required. The Committee also resolved to work with the CPCA and GCP on a public realm scheme, to work with GCP on the Network Hierarchy Review and to monitor and review traffic levels should the modal filter be reintroduced.

The Mill Road Bus Gate TRO was advertised between 28 November 2022 and 6 January 2023; the proposed TRO would restrict vehicular traffic over the railway bridge, but with a greater number of exemptions than the earlier Bus Gate scheme: local buses, cyclists, pedestrians, taxis/PHVs, blue badge holders and authorised vehicles would all be exempt. The Policy and Regulation team received 690 objections to the TRO and 291 comments supporting the TRO; 316 objections and 244 supportive comments were submitted with detailed feedback. A decision on whether or not the TRO should be made permanent will be taken by the Highways and Transport Committee on 7 March 2023.

This scheme-specific Equality Impact Assessment (EqIA) focuses on the impact the scheme would have if approved.

What information did you use to assess who would be affected by this proposal?:

The proposal had been assessed against how it fits with government guidance, direct transport benefits and impacts on the wider network, and the capability to deliver them quickly. An initial EqIA for the 2020-21 ETO Bus Gate was produced considering the impact on protected characteristics. The 2020-21 Bus Gate was in place for just over a year so a detailed consideration of protected characteristics can be made to assist with a decision on the proposed TRO scheme.

Analysis of the GCP consultation results and meetings with disability groups provided useful feedback.

Air Quality Monitoring, Mill Road, Cambridge, 2021 – Anne-Marie Hindley, Cambridge City Council

The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London, 2021 - Anna Goodman, Faculty of Epidemiology and Population Health, London School of Hygiene and Tropical Medicine and Rachel Aldred, Active Travel Academy, University of Westminster

Changes in Motor Traffic inside London's LTNs and on Boundary Roads, 2023 – Asa Thomas & Rachel Aldred, Active Travel Academy, University of Westminster

Are there any gaps in the information you used to assess who would be affected by this proposal?:

No

Does the proposal cover:

All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?:

The Mill Road community: the restriction on through access over the Mill Road bridge would have impacts on most people who live, work or access Mill Road as they would no longer be able to travel over the railway bridge in a motorised vehicle except by bus, taxi or as a blue badge holder. They would therefore need to find an alternative route by car or choose to walk or cycle. Many residents who live on or near to Mill Road with a protected characteristic wishing to cross the bridge by private vehicle would experience the same level of inconvenience as other users of private vehicles from increased journey times. Therefore the Bus Gate would not disproportionately impact individuals with a protected characteristic. There is public parking on either side of the railway bridge (at Gwydir Street car park and Great Eastern Street). Blue badge holders will be exempt and will be allowed to travel over the bridge, therefore will have a neutral impact on people with a disability who are a blue badge holder. Blue badge holders are still able to park on yellow lines, providing that it is not during the hours of operation of a prohibition on loading/unloading, thus enabling closer access. Feedback from the earlier Bus Gate suggested that the reduction in vehicular traffic had a positive impact on those using mobility aids due to reduced pavement parking. The designers of the new Bus Gate and the planned public realm improvements would consider the additional needs of the disabled. New disabled parking bays will be part of the public realm scheme. It was noted that the temporary build-outs of the earlier Bus Gate along Mill Road reduced the opportunity for blue badge holders to park closer to some of their destinations and there was, therefore, a negative impact to blue badge holders with regards to the build-out design. This information will be useful when designing the public realm scheme.

There would be some negative impact on members of the community who would usually access their place of worship by travelling by private vehicle over the bridge and would have a longer journey to do so. Those who are able could walk or cycle as an alternative; those who have impaired mobility but are not a blue badge holder would also be negatively impacted to some extent by the scheme. Many pregnant women for example would be able to walk but there may be some negative impact on those who are pregnant and rely on their car, especially in the later stages of pregnancy.

Taxis or private hire vehicles (PHV) would be exempt so access over the bridge will remain as existing and will therefore have a neutral financial impact on all residents,

including the disabled and/or elderly, who rely on taxis or PHVs as a mode of transport.

The Bus Gate scheme would support the use of sustainable transport methods such as walking, cycling and buses by creating a more reliable bus route. This would have a positive impact on people who cannot afford to own a private car but are able to use alternative modes of travel. Feedback from the bus operator indicated reduced delays and improved reliability of journey times along the corridor during the earlier Bus Gate scheme due to the reduction in congestion. This should make bus services more attractive; sustainable modes of travel should be encouraged as the economy recovers after the pandemic.

Access on Mill Road would only be restricted at the railway bridge; all vehicular traffic would have access up to each end of the bridge. Signage would be in place to notify road users of the restrictions and that all businesses remain open. The increase in journey times to access businesses or properties on or near to Mill Road would impact visitors, employees and delivery vehicles who would no longer be able to travel over the bridge; however there would be no significant disproportionate impact to any persons with protected characteristics. The improved safety for pedestrians and cyclists would provide a positive impact on residents and visitors to Mill Road of all demographics who choose to walk or cycle on the road. Feedback from the earlier Bus Gate scheme noted that the reduction in motorised traffic and pavement parking allowed safer, more accessible travel for young and older pedestrians and cyclists or families using these modes of transport. It therefore had a positive impact on younger people and families, as well as the wider community who chose to walk and cycle more. Under the new scheme the reduction in traffic may lead to improved air quality and reduced noise pollution which would have a significant positive impact to all the immediate community and those accessing Mill Road.

Some feedback from the earlier Bus Gate period made reference to a perceived reduction in personal safety along Mill Road at night due to lower traffic levels, and in particularly the negative impact on women alone at night who may choose to walk instead of paying for a longer taxi journey. With taxis being allowed through the proposed Bus Gate, this may reduce some of the fears associated with personal safety. It should be noted that a recent study (A Goodman, R Aldred 2021) on a Low Traffic Neighbourhood (LTN) in Waltham Forest showed a reduction in street crime of 18% over 3 years after the implementation of the LTN compared to other areas of Waltham Forest and Outer London (the reduction in street violence and sexual offences was even more pronounced). Perception of reduced safety when traffic levels are lower nevertheless remains an issue.

The wider community: the restriction on through access over the Mill Road bridge could impact on the wider community. The restriction of through traffic over the railway bridge would impact on road users who previously used Mill Road to access Cambridge city centre – the proposed Bus Gate would mean they would experience longer journey times using alternative routes. However, there would be no significant disproportionate impact on specific persons with protected characteristics. Residents

of surrounding roads would be impacted by the traffic displaced by the restrictions on Mill Road. There are a number of arterial roads, such as Coldhams Lane, Newmarket Road and Hills Road that would be used as alternative routes, as well as some side streets off Mill Road. These roads may experience increased traffic levels and the negative impacts this causes, such as increased noise and air pollution and a more unpleasant walking or cycling environment. The increased traffic on alternative routes may have some impact on people with protected characteristics, for example those with respiratory problems or reduced mobility. It should be noted that Cambridge City Council's monitoring of the full bridge closure in 2019 revealed "*there was no discernable corresponding change in air pollutant concentrations*" on the diversion routes. A recent study (A Thomas, R Aldred 2023) also showed that "*LTNs have substantially reduced motor traffic on internal roads, without having much impact on motor traffic on boundary roads. However, many of the boundary roads may still be polluted, unsafe, and/or difficult to cross or cycle on. Removing LTNs is unlikely to help, but other measures could: for instance, low emission zones have already had substantial impacts on pollution levels, although more ambitious action is needed, like stricter and/or larger low emission zones. Further research could examine impacts of policies seeking to reduce motor traffic and/or its negative impacts on busier roads; for instance, city-wide traffic reduction and clean air measures, extensions of bus priority or cycling infrastructure, improved crossings, reduced speed limits and speed enforcement. Such measures, if effective, can complement and extend the benefits LTNs are having within their boundaries*". The GCP's Road Network Hierarchy review is seeking to address many of the city-wide transport issues.

Overview: the Mill Road proposal initially intends to reduce inequality by promoting public health by enabling, safe and sustainable journeys and reducing the harmful impacts of motor traffic. The scheme has the potential to provide a green legacy in respect to increasing active travel.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?:

Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups:

Roughly in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?:

No

Does the proposal relate to an area with known inequalities?:

No

What is the significance of the impact on affected persons?:

People with protected characteristics will be able to travel through the Bus Gate on foot, by bicycle, by bus, by taxi/PHV and, if they are Blue Badge holders, by one of two vehicles they can register. All Blue Badge holders are eligible to register two vehicles - this has not been limited to only those Blue Badge holders living in the local area because it was felt this could be discriminatory to those who live outside the local area who regularly travel to work, or use the amenities, on Mill Road.

Equally taxis/PHVs would not be restricted to only those with a Cambridge City Council licence because this may negatively impact on taxi/PHV users who start or end their journey to Mill Road from outside the city. The Bus Gate may negatively impact those people with protected characteristics who are not eligible for a Blue Badge but it would be very difficult to provide or administer a system that would allow some people who have no Blue Badge over the bridge and not others.

Category of the work being planned:

Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?:

Yes

Please select:

Age, Disability, Gender Reassignment, Pregnancy and maternity, Race, Socio-economic inequalities

Research, data and /or statistical evidence:

Government traffic management guidance in response to COVID-19 Government guidance on reallocating road space National Travel Survey and Cambridgeshire traffic monitoring report

Legislation relating to Traffic Regulation Order and the application of public sector equality duties.

Consultation evidence:

The GCP undertook an extensive public consultation in Spring 2022 with focus groups and workshops. An analysis report of the consultation results was appended to the Highways & Transport Committee report for the 12 July 2022 meeting. Prior to (and during) the proposed TRO advertisement period (28 November 2022 to 6 January 2023) local stakeholders were consulted on the traffic restrictions (TRO) and the proposed exemptions (those who would be allowed to drive over the bridge):

County Councillors

County Council officers

City Council officers

Greater Cambridge Partnership

Disability groups

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?:

Reduced volume of traffic and improved space for cycling would encourage more people to cycle along Mill Road, including young people travelling to school, families and wider demographics taking up cycling instead of using a private car.

Reduced volume of traffic would create a safer and more pleasant environment for pedestrians to walk along Mill Road and spend more time there.

Reduced congestion on Mill Road would create an improved bus corridor and result in fewer delays to bus services. More reliable bus routes would make travelling by bus a more attractive form of travel and positively impact users who are unable to travel by private car.

Reduced volume of traffic and congestion would improve air quality and reduce noise pollution making it a more pleasant and safer environment to spend time in.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?:

Increase in journey time for many road users who would usually travel over Mill Road bridge to access services on or around Mill Road, or who use it as a through route – this could include community nurses, agency care workers and informal carers. However, elderly and vulnerable road users who do not have a Blue Badge will not experience this negative impact disproportionately more than other road users.

There may be increased congestion and air pollution on alternative routes although recent studies suggest in the longer term motor traffic on these routes will reduce/evaporate to a greater or lesser degree.

Perception of reduced personal safety of pedestrians with lower traffic levels, in particular at night-time.

How will the process of change be managed?:

If the TRO scheme is approved, Comms will be undertaken to ensure the public are aware of the changes and of the registration system for exempted vehicles. Engagement with Disability groups will be of particular importance to ensure the Bus Gate and exemptions registration process is fully understood. Engagement with local businesses, community groups, faith groups etc on the forthcoming public realm

improvements would also allow further opportunities to provide information about the TRO scheme.

A decision will be made by members of the Highways and Transport committee on 7 March 2023.

How will the impacts during the change process be monitored and improvements made (where required)?:

The earlier Bus Gate was in place for over a year (June 2020 to August 2021) so those people affected by that scheme would have had time to adjust to the changes it brought; if the TRO is approved and the Bus Gate is made permanent, those affected by the changes will be able to draw on their knowledge of the previous scheme to adapt once more to traffic restrictions on the bridge. People who are new to the area will not have that experience, however, so engagement with local community groups and GP surgeries would be required. For people who feel they were significantly negatively affected by the previous scheme, permanent traffic restrictions may cause them stress or distress. For those who benefitted from the previous scheme, the reintroduction of traffic restrictions should be a positive change.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
Financial impact on people who rely on motor vehicles as a form of travel	Age, Disability, Gender Reassignment, Pregnancy and maternity, Race, Socio-economic inequalities	Low	Opening up the bridge to additional categories of people would undermine the aims of the scheme. It would be very difficult to provide or administer a system that would allow some vulnerable or low income people to travel over the bridge but not others. There are also insufficient resources to run such a registration system	Highways & Transport Committee	22.12.2023

Community nurses, agency care workers and informal carers (family, friends, neighbours) would in some instances have longer journeys	Age, Disability, Gender Reassignment, Pregnancy and maternity, Race, Socio-economic inequalities	Low	Work with NHS, care agencies and local community to ensure they are aware of the changes and where possible can adapt/change rounds	Project Team	22.12.2023
Increased traffic flows and air pollution on side roads/alternative routes	Disability, Pregnancy and maternity	Medium	Traffic and air quality monitoring; interventions if required	Project Team, Executive Director, C/VC	01.07.2024
Impact of reduced traffic flow on perception of personal safety along Mill Road, particularly at night	Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief, Sexual orientation, Race	Medium	Monitor activity levels – the new Bus Gate should increase footfall in the area at night. Taxis/PHVs would be exempt from the traffic restrictions unlike previously. Work with schools, colleges, local community and faith groups on the public realm improvements so the views of the affected groups can feed into the design	Project Team	01.07.2024

Cambridgeshire's Active Travel Strategy

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director: Place & Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2023/036
Outcome:	To update the Committee on the development of Cambridgeshire's Active Travel Strategy and supporting active travel guidance
Recommendation:	Members are requested to:

a) Note the feedback from public consultation on the draft Cambridgeshire Active Travel Strategy.
b) Note progress to date and the next steps for the process for the prioritisation of active travel schemes as part of an updated LCWIP. and for annual review.
c) Adopt Cambridgeshire's Active Travel Strategy.
d) Approve the draft supporting active travel documents noted below, and delegate approval of further changes or updates to the Director of Highways and Transport and the Chair and Vice Chair of Highways and Transport Committee.
    i. Draft Active Travel Toolkit for New Developments - for stakeholder engagement
    ii. Draft Cambridgeshire Active Travel Design Guide – for adoption

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Tel: 01223 706398

1 Background

1.1 Previous updates on Cambridgeshire's Active Travel Strategy were presented to this committee on 8th March 2022, to consider the draft strategy for stakeholder engagement, and then to seek delegated decision for approval at this committee on 12th July 2022, for a reviewed version to go to public consultation.

1.2 This report provides an update on Cambridgeshire's Active Travel Strategy, summarising the outcomes from public consultation and presenting an updated Strategy for adoption by this committee.

1.3 The CPCA, supported by Cambridgeshire County Council have been successful in securing funding from Active Travel England capability funding which will be used to fund the development of an Active Travel Centre of Excellence (CoE) within the County Council. This will play a significant role in embedding the vision and policies of the Strategy. The CoE is being developed to support Cambridgeshire and the region to develop and implement active travel. The CoE will identify and secure funding to deliver active travel schemes from the central government, CPCA and through the planning process.

2 Cambridgeshire's Active Travel Strategy

2.1 This report provides an update on Cambridgeshire's Active Travel Strategy, summarising the outcomes from public consultation and presenting an updated Strategy for approval by this committee.

2.2 Cambridgeshire's Active Travel Strategy sets out our vision, objectives, detailed policies and a vision for a connected active travel network for Cambridgeshire. The active travel network identifies schemes for development and investment across Cambridgeshire with a focus on achieving mode shift from private car journeys that will contribute to the County Council's target to achieve Net Zero Carbon by 2045, as well as wider environmental and health benefits for the people of Cambridgeshire.

2.3 Central Governments ambitious targets for decarbonisation has set the challenge of local authorities and individuals to make the change needed to address the global climate crisis. Past decades have seen a higher priority given over to travel by private car at the expense of walking, cycling and public transport. More recently, central government and local transport policy through the emerging Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport and Connectivity Plan, sets out how we need to rebalance the travel options available by reducing the dominance of the private car on our networks to give way to attractive sustainable alternatives. Increasing levels of active travel, as set out in Gear Change (Department for Transport - DfT; 2020) is one way to address this challenge, as well as more localised issues of poor access to services, inactive lifestyles, poor air quality and congestion.

2.4 Cambridgeshire's Active Travel Strategy is one of a suite of strategic transport documents that sets out how transport improvements can address these issues, as illustrated in the diagram below:

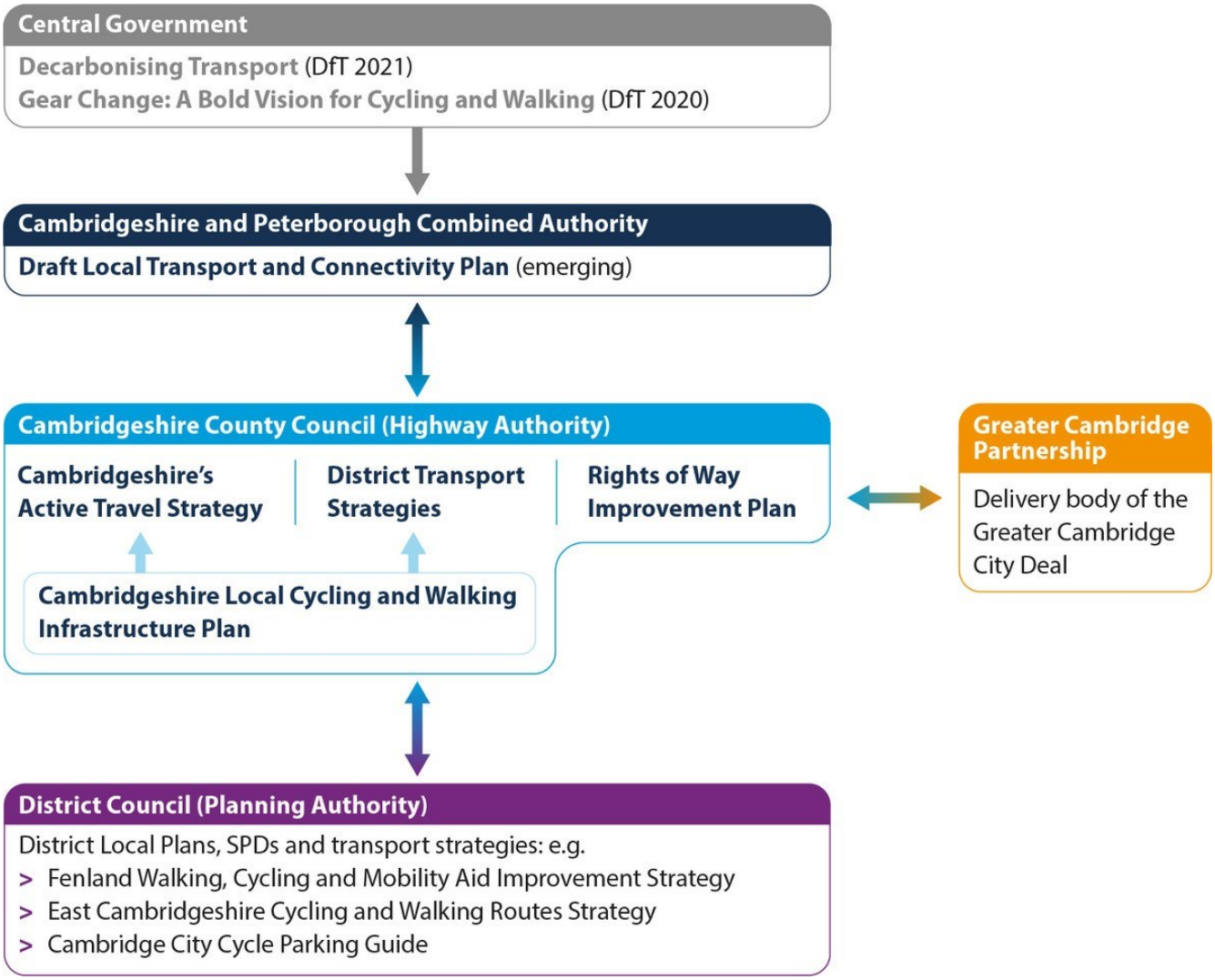


Figure 1: Strategy Relationships

2.5 In line with Gear Change (2020), the term 'active travel' within the Strategy refers to walking and cycling, but also includes wheelchairs, pushchairs, mobility scooters, adapted cycles, e-cycles and cycle freight. These modes of everyday travel support the aim of the Strategy to enable and encourage a shift away from journeys being made by a private car.

2.6 As e-scooters remain illegal to use outside of trial areas and are less 'active' than other electric assisted modes such as e-cycles, they are not included within our definition of active travel. A separate Micromobility Strategy is in the pipeline to be developed by the Cambridgeshire and Peterborough Combined Authority (CPCA) which will include e-scooters.

2.7 Wider Non-Motorised Users (NMUs) that use the public rights of way (PROW) network for leisure or recreational uses, for example, horse riding, rambling, dog walking or running, are considered within the Strategy to ensure existing users of the network are not adversely impacted by active travel improvements and opportunities to improve the PROW network are included where possible and appropriate. The interaction between active travel schemes and the PROW network is considered in more detail within the Cambridgeshire

Rights of Way Improvement Plan, and in the draft Cambridgeshire Active Travel Design Guide which is discussed in Section 3 of this report.

2.8 Schemes contained in the active travel network maps are eligible for funding. Funding opportunities may include:

- The Local Transport Plan (LTP) Integrated Transport Block funding via the CPCA.
- Bids to the Department for Transport or Active Travel England for Active Travel funding (generally via the CPCA).
- Bids to the CPCA for funding of Active Travel schemes / programmes.
- Contributions from developers can be secured against schemes where they relate to their developments through S106 agreements.

2.9 Funding bids can also be submitted to district councils who hold Community Infrastructure Levy (CIL) charges, to the CPCA, Government and other bodies for delivery of schemes as opportunities arise.

2.10 The work on Cambridgeshire's Active Travel Strategy has been co-ordinated with that of the district strategies for Fenland and Huntingdonshire, as well as the CPCA's update to the LTCP. The two district-based Transport Strategies provide the holistic strategy approach to transport within those specific areas, considering the role of all transport modes. Cambridgeshire's Active Travel Strategy provides the detailed policy approach for active travel specifically but must be read alongside the overarching transport approach set within the emerging Local Transport and Connectivity Plan (LTCP), and its other 'child documents' including the district-based transport strategies and draft Bus Strategy.

Developing the Strategy

2.11 Cambridgeshire's Active Travel Strategy has been developed with input from key stakeholders including county and district council officers, CPCA officers, GCP officers, local campaign and interest groups, as well as councillors from county, district, and parish/town councils.

2.12 The Strategy focuses on achieving increased mode shift away from private car to active modes of travel for everyday journeys. It identifies four key themes to achieve this through the four E's, Embrace, Enhance, Expand and Encourage.

2.13 Cambridgeshire's Active Travel Strategy can be found in Appendix 1.

Stakeholder Engagement and Public Consultation

2.14 A focussed stakeholder engagement exercise was carried out on the draft Strategy between 9th May and 19th June 2022. A survey was sent to key stakeholders including County and District Councillors, Parish Councils, voluntary organisations and key interest groups seeking feedback on the draft vision, objectives and policies. Changes were made based on this early feedback received prior to public consultation. A report of the stakeholder engagement is available here: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategies-Stakeholder-Engagement-Report-Final-2022.pdf

2.15 Public consultation took place between 26th September (the start of the consultation was delayed by two weeks due to the death of Her Majesty The Queen) and 7th November 2022

to seek views on and input into the draft strategy and action plan. The consultation ran in tandem with consultation on the two district-based strategies for Fenland and Huntingdonshire and consisted of:

- In person events around the county (mainly held at markets, supermarkets and shopping centres)
- Consultation materials online
- An online survey
- Emails to County Councillors, District Councillors, Parish/Town Councils and stakeholders
- Social media advertising campaign
- Paper versions of all strategies and survey available at specific libraries across the county

2.16 Figure 1 shows the approximate number of attendees at the public consultation events.

Figure 1 Number of attendees at events

Location	Number of people (approx.)
Huntingdonshire	100
Fenland	45
Rest of Cambridgeshire (events focused on Active Travel Strategy, with information about Huntingdonshire and Fenland available)	100

Survey Responses

2.17 The public consultation report, summarising responses to the online survey, can be found here https://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Strategy-for-Cambridgeshire-Report-Final.pdf

2.18 The online survey was open for six weeks, with regular advertising by press release and social media. Posters were also displayed in community facilities. A summary of the consultation responses is provided below:

- 533 online and written responses, including responses received from of a number of different groups and organisations.
- Respondents were generally supportive of the Strategy's Vision and Objectives
- There was no clear level of opposition or support to the Strategy's Policies and Action Plan of schemes and interventions.
- Many detailed comments were received:
    - There were concerns about the proposals lacking provision for equestrians
    - Discussions about the need for more active travel infrastructure that focuses on connecting rural communities.
    - There were concerns about how the Strategy would functionally be delivered.
    - Discussions about the need for public transport improvements alongside any active travel improvements.

2.19 Many people chose to provide their verbal feedback directly at the consultation events rather than via the online survey. Feedback received at the public consultation events has been collated, with the key themes summarised below. It should be noted that the events took place in the period when Stagecoach announced the withdrawal of some of its rural bus services and before the CPCA process for replacing the services was complete and had been announced.

- Numerous strong concerns about the withdrawal of bus services by Stagecoach, and poor public transport accessibility more generally in rural areas. People highlighted the significant impact on their lives in terms of accessing employment, education, health and other vital services, such as shopping and leisure facilities.
- Concerns about the level of development in Huntingdonshire, particularly in Ramsey, without investment in the necessary supporting infrastructure
- Lack of connectivity for active travel modes between market towns and transport hubs
- Feedback was also received regarding the Greater Cambridge Partnership (GCP) Making Connections proposals. This has been recorded and shared with the GCP.

2.20 The consultation has provided useful feedback that has informed the development of the Strategy and resulted in a range of changes.

- Added clarity on the purpose of the Strategy on enabling mode shift to active travel modes, for those that are able, and that other transport strategies cover other modes of travel for users or journeys where active travel is a less viable option.
- Updating and clarifying the next stages of work and annual review, including prioritised tier 2 active travel schemes being included within an updated Cambridgeshire Local Cycling and Walking Infrastructure Plan.
- Added section on acknowledging the barriers to active travel and solutions identified through the Strategy.
- Reduced repetition of the policy context by bringing into one ‘Setting and Implementing Change’ section
- Amended objective 4 – additional sub-objective adding focus on improvements to the existing active travel network.
- Emphasising references to connectivity and integration with the public transport network.
- Emphasising the issue and impact of cycle theft and need for secure cycle parking and destination facilities.
- Studies previously listed as Tier 3 now included in section High Level Action Plan and strategic studies
- Wording changes in response to specific suggestions.

2.21 It should be noted that feedback received regarding equestrian use was considered in the development of the Strategy and in particular a request to change the definition of Active Travel to include Equestrians. The Strategy (as explained in para 2.5) has adopted the definition used nationally through Gear Change (2020), whilst acknowledging the need to consider wider non-motorised users, therefore changes have not been made to the Strategy itself. However, the Cambridgeshire Active Travel Design Guide recognises the significance of considering equestrian use in the planning and design of active travel routes and provides more clarity on these issues (see below).

Action Planning Process

2.22 Tier 2 (route-based) active travel schemes as shown in the maps of the Cambridgeshire vision of a connected active travel network will be prioritised in accordance with the methodology set by central government for the Local Cycling and Walking Infrastructure Plans and added to an updated Cambridgeshire LCWIP. Localised active travel schemes (for example, pedestrian / cycle crossings, wayfinding, promotional initiatives) will use the district-based methodology explained below to create a prioritised list of wider active travel schemes and initiatives.

2.23 The Active Travel Network maps illustrate an emerging network of active travel schemes to be included in an expanded Cambridgeshire LCWIP. Officers are developing a prioritisation process, based around the Council's Strategic Framework and emerging CPCA LTCP objectives using an EAST (Early Assessment and Sifting Tool) methodology.

- At Highways and Transport Committee on 7 December 2021, it was agreed that priorities should be focused on road safety, active travel, public transport, and climate objectives The H&T Committee further agreed the use of the emerging CPCA LTCP objectives for scheme prioritisation at its meeting on 8 March 2022.
- These priorities will be used to develop a methodology for prioritisation of the emerging action plans, in consultation with the relevant Strategy Member Steering Group and Highways and Transport Committee and will be in place later this year for the annual budget setting processes for the 2024-25 financial year onwards.
- Active travel routes and schemes that have been identified and prioritised will be eligible for further development and delivery as funding opportunities arise. Some schemes will be funded by or taken forward by partners (for example CPCA, GCP, district councils), or by developers, while other schemes require further investigation or study before funding can be identified for delivery.

2.24 The prioritisation of schemes from the district Transport Strategies and Cambridgeshire's Active Travel Strategy / LCWIP for development and delivery will then be reviewed on an annual basis and brought back to Highways & Transport Committee for approval as part of the annual budget setting process. This will involve consultation on the prioritisation with the Member Steering Groups for each district strategy.

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

Cambridgeshire's Active Travel Strategy	
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Public consultation	Complete
Adoption of Strategy	March 2023
Prioritisation of schemes	Report back to H & T committee in autumn 2023
Annual review of action plans / scheme prioritisation	Report back to H&T committee annually

3 Supporting active travel documents

3.1 Two new documents have been developed that support Cambridgeshire's Active Travel Strategy and provides further guidance for Highways and Planning Officers, and developers, when developing active travel schemes and designing new developments.

Draft Cambridgeshire Active Travel Toolkit for New Developments

3.2 The purpose of the Draft Active Travel Toolkit for New Developments (referred to as the 'Toolkit') is to allow the effective assessment of walking and cycling provision for all scales of new development in Cambridgeshire. The focus is on larger developments, but it is expected to be applied proportionally to scale. It seeks to make it clear to developers, policy makers, planners, transport engineers, and others what is expected to be considered within applications and done at each stage of the planning process to improve active travel provision and connectivity.

3.3 The scope of the Toolkit is focussed on measures that will support and encourage uptake of active modes of travel from the first inhabitants of a new development, including the connections needed for onward travel by bus for longer sustainable journeys. An appropriate level of proportionality of design measures according to scale of development will be expected to be applied.

3.4 The draft Toolkit has been developed with input from county and district transport and planning officers, considering its impact from both a highway and planning perspective. The draft Toolkit will be further developed following further engagement with members, district transport and planning teams, partners, developers and wider stakeholders. Its application will be tested, working with relevant internal teams and district Planning teams, and amendments made as required to ensure its ongoing effectiveness. A revised Toolkit following stakeholder engagement will come back to a future H&T Committee for final approval.

Draft Cambridgeshire Active Travel Toolkit for New Developments	
Draft Toolkit for stakeholder engagement	H&T Committee March 2023
Stakeholder engagement	Spring/Summer 2023
Review and testing of draft Toolkit	Spring/Summer 2023
Adoption of Toolkit	Report back to H & T committee in autumn 2023

3.5 The draft Active Travel Toolkit for New Developments can be found in Appendix 2.

Cambridgeshire Active Travel Design Guide

3.6 The purpose of the Cambridgeshire Active Travel Design Guide is to provide information for the planning and design of paths for active travel in the County of Cambridgeshire. It recognises the overlap and balance required to address potential pressures between providing for Active Travel whilst maintaining existing networks of public rights of way for

'non-motorised users' (NMUs). Part of the purpose of the document is to reduce these pressures by defining what is and is not acceptable when designing for active travel.

3.7 It is intended that it will be a live and evolving document which will take advantage of new techniques, materials, and applications as they become available and appropriate. Future changes and updates to the design guide will require engagement with stakeholders. It is recognised that early iterations of this guide will be limited in scope and may not address all situations and circumstances but will help to define the Council's long-term vision of a connected and continuous network of safe Active Travel routes.

3.8 There has been considerable focus to date on the development of active travel routes within urban environments but gaps in the available guidance for rural and semi-rural environments have been identified, which the design guide will focus on filling initially. The design guide contains principles for the inclusive design of paths and details of appropriate widths and surface types that represent attractive and safe specifications for different path users.

3.9 This guidance is for use by anyone designing and installing new routes for active travel primarily in Cambridgeshire's rural environment, as well as those making changes to existing routes to enable increased volume or scope of use, for example changing a footpath to a bridleway. It will be a point of reference for project teams within the local authority or other public bodies and their consultants, highways practitioners and developers. It applies to both new build schemes as well as changes to existing layouts. Routes should be designed in collaboration with the local community and local highway authority, as they will have an interest in the future management of the route.

3.10 Stakeholder engagement activities have been a core part of the development of the design guide. Statutory and local user group consultees were contacted from twenty four separate organisations including the Cambridgeshire Local Access Forum. They were asked to review and provide feedback on the design guide and the comments received have directly influenced the content of the guide. Stakeholder feedback received is extensive and, whilst it is not possible to summarise all of the comments, many themes have been identified. A table of these themes along with initial officer comments can be found in Appendix 3.

3.11 The following CCC internal departments have also reviewed and had input:

- Transport Strategy team
- Public Rights of Way team
- Street Lighting team
- Biodiversity & Greenspaces team
- Definitive Map team
- Development Management team
- Asset Information team
- Transport Managers - including Highways Maintenance team
- Project Delivery team

3.12 A cross-party Member Working Group (MWG) was established to review the development and steer the content of the design guide. The first meeting was held on Tuesday 10th January and involved discussion of the design outcomes and principles. The second

meeting was held on Thursday 19th January and delved into the design details including surface materials, path widths, access controls and lighting. The final meeting on 2nd February centred around discussion of stakeholder responses and their implications for the design of Active Travel routes.

3.13 It is clear from the stakeholder engagement that has taken place, as well as the discussion in the MWG meetings that there are challenges in balancing the equestrian use with the wider inclusive use of bridleways as active travel routes. It is expected that constructive engagement and development of this guide will continue towards the goal of addressing these challenges and being inclusive to all users, and we reiterate that this guide is intended to be 'live and evolving'.

3.14 The draft Cambridgeshire Active Travel Design Guide can be found in Appendix 4.

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.
- Public consultation and stakeholder engagement has been undertaken to inform the objectives, policies and schemes.
- 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.

- Active Travel has many benefits that can improve people's quality of life, including significant improvements to health and wellbeing by adopting a more active lifestyle, improved air quality and less congested roads through reduced emissions by reducing private car journeys, and creating an attractive and affordable travel option for the many people who cannot travel by car.

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:

- Walking, including by push scooter, and cycling are modes of travel that can be enjoyed by most children and a way for teenagers to travel independently.

- Reducing congestion, improving air quality and creating better local environments where families can travel along safely and enjoyably can have positive impacts on physical and mental health and wellbeing, having a positive impact on how children learn and develop.

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

The following bullet point sets 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.

4.6 Environment and Sustainability

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

- The Strategy aims to improve active travel infrastructure and increase levels of sustainable travel through active journeys.
- The natural and build environment were considered as the strategy was developed and includes references to key supporting documents such as the CCC Climate Change and Environment Strategy as well as the Council target of ‘doubling nature’.

4.7 Health and Care

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

- The Strategy focusses on improving accessibility to key services across Cambridgeshire including to places of health care by active travel as an affordable form of travel, as well as through links to public transport for longer journeys.
- Increasing levels of active travel will also improve the health of Cambridgeshire residents both directly by living more active lifestyles, and the significant health and wellbeing benefits this has, and indirectly by improving air quality by reducing car journeys.

4.8 Places and Communities

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.
- Public consultation and stakeholder engagement has been undertaken to inform the objectives, policies and schemes
- 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

4.9 Children and Young People

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

- The Strategy has been developed to improve access to key services including places of education which should have benefit to children and young people as it will create safer active travel routes to school, and an attractive option for more independent travel for older children, and young adults not able to drive.
- The approach taken by the strategy is one of sustainability. "Sustainability means meeting our own needs without compromising the ability of future generations to meet their own needs".

4.10 Transport

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

- Cambridgeshire's Active Travel Strategy aims to improve active travel provision for all those living and travelling within Cambridgeshire, as well as cross-boundary connections, creating a safe and attractive option for travel. The Strategy vision, objectives and policies state how we will achieve mode shift to active modes of travel for many local journeys, for those who are able to make a change.

5 Significant Implications

5.1 Resource Implications

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

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

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

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

- All procurement activity will be undertaken in accordance with the Council's Contract Procedure Rules.

5.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

5.4 Equality and Diversity Implications

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

- Equality Impact Assessments are being undertaken for all strategies.

- The Active Travel Strategy acknowledges that not everyone is able to travel by active modes, however, does include those travelling with mobility aid (wheelchair, mobility scooter) or adapted cycle, and policies set out how schemes and new developments much be designed to be inclusive for all people to ensure people are not disabled by their environment.

5.5 Engagement and Communications Implications

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

- Stakeholder engagement was carried out in May 2022 and public consultation on the strategies took place between September and November 2022. This included an online survey, in person drop in events, social media advertising. Feedback from the events and survey has been used to make amendments to both the strategies.

5.6 Localism and Local Member Involvement

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

- The Strategy has been developed with input from County, District, and Town or Parish Councillors as well as local interest groups as part of focus groups and stakeholder engagement.
- The Strategy was publicly consulted on between September and November 2022.

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.
- "*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 refreshed CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies.

- Increased active travel has significant direct benefits to people's health and wellbeing through more active lifestyles, and indirectly by improved air quality by reducing car journeys.

5.8 Climate Change and Environment 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 policies within the Strategy.

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 policy approach within the Strategy focusses on reducing motorised traffic through mode shift to active modes of travel. Through the implementation of the Strategy it has the 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)
- Gear Change 2020: Gear change: a bold vision for cycling and walking (publishing.service.gov.uk)
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

Equality Impact Assessment https://www.cambridgeshire.gov.uk/asset-library/Equality-Impact-Assessment-Active-Travel-Strategy.pdf

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 Head of Procurement and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your Service Contact? Yes Name of Officer: David Allatt

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: David Allatt

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

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

Appendix 1: Cambridgeshire's Active Travel Strategy

Appendix 2: Draft Cambridgeshire Active Travel Toolkit for New Developments

Appendix 3: Summary of stakeholder feedback on Active Travel Design Guide

Theme	Summary of comment	Initial officer comment
Active Travel Definition	Horse Riders are Active Travellers and should be included in the definition.	The decision that the Active Travel definition does not include equestrians is being taken at the strategy level. The justification is that Active Travel routes are strategic walking and cycling growth routes where modal shift is the key aim. User numbers are expected to grow on the basis of commuters choosing walking and cycling rather than motor vehicle. Shift towards increased horse riding is not a strategic goal. However, the Active Travel Strategy acknowledges the need to consider all NMUs in the early stages of transport schemes and the Design Guide provides guidance for schemes where existing NMUs and PROW need to be considered.
	Active Travel should not distinguish between leisure and commuting	The definition of Active Travel is determined at the strategy level. Funding to increase Active Travel is provided on the basis of increasing modal shift in commuter journeys (commuting may be defined as travel to work, school or other facility). However, the Active Travel Strategy acknowledges the need to consider all NMUs in the early stages of transport schemes and the Design Guide provides guidance for schemes where existing NMUs and PROW need to be considered.
Safety	Design outcomes needs to include a statement: 'must not result in other NMUs being left in more dangerous situation'	Agree. A statement will be added.

Bridleway Rights	Bridleways users are equestrians and pedestrians, cyclists only have the right to use the paths. There is no requirement for the paths to be changed to enable cyclists to do so. There is a requirement for them to be suitable for equestrians and they should be able to use them in more than just walk- a restriction imposed by many hard surfaces. They should also be able to enjoy using 'their' right of way sociably riding side by side and not nose to tail.	This statement is noted, and the position is understood. We will continue to work constructively towards the goal of being inclusive of all users
Surface	Granite dust surface is not an alternative to an existing natural surface. It is not suitable for equestrians to walk, trot and canter.	Granite dust is proposed as a surface which enables expanded inclusivity of Active Travel routes. The surface has been shown to be suitable for walking as a minimum. Officers will continue liaison with equestrians to understand the issues with this surface material
	Grass is not just for equestrians but well used by pedestrians too	Add illustrative change to show pedestrians/ runner/dog walker on grass surface. Also refer to grass surface as non-concussive
	Grass is not suitable all-year round is an incorrect statement. Grass being porous also soaks up water quickly and copes well with frost/ice compared to sealed surfaces. In rural, unbrined, ungritted, situations, grass and other non-sealed surfaces have an advantage.	Statement will be changed to: Grass can become impassable by foot or bicycle in wet conditions.
	Surface Dressing is not suitable as an alternative to an existing natural surface. Clarification needed on whether it is a bound or loose surface.	Surface dressing is proposed as a surface which enables expanded inclusivity of Active Travel routes. Officers will continue liaison with equestrians to understand the issues with this surface material.
	It is unclear whether hybrid rubber/aggregate mix is a suitable surface for equestrians.	To date rubber surface has been explored due to equestrians expressing an interest in this type of surface. Trial surface patches will be proposed and tested for suitability ahead of any rollout. This will be reflected in the guide.

	Grassy strips are unsuitable for Active Travel modes and should not form part of this document	It will be clarified in the guide that soft surface is only to be used in combination with another surface (parallel to another surface) to allow separation between users.
Shared use	Shared pavements should only be used within a rural context, but please be mindful that a built-up environment within a town or village might not meet these requirements and might need protected infrastructure for each active travel mode because the pedestrian and/or cycle flows are likely to exceed the minimum widths for the respective user numbers.	Reference LTN1/20 6.5.4. in the guide
	We feel that the intention is to throw pedestrians and cyclists into conflict on new rural schemes	The guide follows national guidance in LTN 1/20
Path widths	This guide should reflect LTN 1/20 recommended minimum widths for shared use paths taking into account different cycle flows.	Consideration needs to be taken of potential future pedestrian and cycle flows in determining path widths. Where no route currently exists this figure can be hard to estimate and existing tools may be flawed. Reference to LTN 1/20 will be strengthened.Edit cross section illustrations to show a range between 3m-4.5m
Environmental Impact	Concern over impact of dug solutions	All surface changes will require digging unless in the vicinity of tree roots.
Loss of Amenity	Design outcomes needs to include 'must not result in loss of amenity for other NMUs'	Active Travel includes catering for a number of different users and therefore compromise will need to be made to maximise the scope of use.
	Existing grass bridleways need to be protected	The design guide provides guidance on how to cater for Active Travel routes. These may overlap with existing bridleways. The scope of the design guide does not include route choice.

	The £100m pa equestrian industry in Cambs relies on a good network of bridleways. It is the duty of the Council to protect and preserve that network which was created for the ‘users of bridles'.	The design guide demonstrates how Active Travel routes will enable inclusive use of the same space. It is anticipated that the guidance will result in growth of the Bridleway network available to equestrians.
Change of Use	Many of our ROWs are incorrectly recorded as public footpath and the current work gives us a real opportunity to address some obvious missing links.	The point about incorrect recording of rights of way will be raised with the appropriate officers. The point about opportunity to address missing links will be added to the guide.
Reference to Existing Guidance	The guide should not try and replace LTN 1/20 but should instead try and provide detail in those areas where LTN 1/20 is lacking.	It is agreed that this guide should not replace or contradict LTN1/20, but in order to increase uptake of these principles by designers working on Active Travel paths in Cambridgeshire, some areas of the guidance will inevitably be duplicated to give the required emphasis for the purposes of this document.
	Active Travel England becomes a statutory consultee in June 2023 it is important that Cambridgeshire County Council does not have contradicting guidelines.	Due to reporting timeframes our guidance will be published ahead of June 2023. It is already stated that the design guide will be a 'live and evolving document' and we commit to reviewing emerging guidance regularly.
	It could be interpreted from the guide that LTN 1/20 only applies to urban environments. This is not the case	Guidance will be reworded.
	Legal definitions for the rights of way listed already exist in LTN 1/20 on Pages 185-186. This document should ensure that the descriptions given here do not contradict that document. LTN 1/20 gives comprehensive definitions of types of paths (pages 186, 187 and 188)	Reference greater detail in LTN 1/20

	The guide does not consider LTN 1/20 Chapter 8 guidance on managing user conflict and junctions.	Ensure consistency with LTN 1/20.
Maintenance	It would not be possible or economical for CCC to brine-spray all sealed surface NMU routes county-wide.	To be explored further with maintenance officers and potentially add reference to gritted cycleway network in the guide.
	There is no point designing an AT path if there is no allocation of responsibility for maintenance. Out in the countryside, the existing AT paths are largely neglected or inappropriately maintained eg throwing rubble down on a cycle route.	To be raised with maintenance officers. It is accepted that further development of the maintenance guidance is required.
Planning	The document should highlight the opportunity to fix the broken public right of way network by providing the missing links, especially bridleways which enable cyclists and equestrians to travel safely from place to place.	Opportunity to remove missing links will be highlighted further in the guide.
	Compulsory and other forms of purchase are used for highway building for the benefit of motorised users. These powers could be used, or considered for use, in the building/improvement of AT paths. This document needs a section that covers compulsory purchase of property.	This will be considered further however it should be noted that this guide is intended for external developers to use (as well as CCC, GCP, CPCA officers) who would not have CPO powers.
	The remit of this document is planning and designing AT paths. If the remit includes planning, then sections are needed to cover planning because it not informed in this document.	Note this statement for future development work
Accessibility	There is no mention of wheelchair users or pram-pushers.	The overarching strategy document does refer to these transport modes, but this will be strengthened in the guide
	There is no mention of recumbent cycles, hand cycles, cargo bikes and trailers	The overarching strategy document does refer to these transport modes, but this will be strengthened in the guide

	There is no mention that Active Travel paths can be used by powered mobility devices (wheelchairs, scooters) as well as certain micro mobility devices (electrically assisted pedal cycles)	The overarching strategy document does refer to these transport modes, but this will be strengthened in the guide
Bollards and Lighting	Bollards can be dangerous obstacles for users. They must be well lit to make them conspicuous.	This will be added to the guide

Appendix 4: Draft Cambridgeshire Active Travel Design Guide

March 2023

Cambridgeshire's

Active travel strategy

Making active travel safe, pleasant and convenient in order to become the preferred travel choice for local journeys.

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Cambridgeshire County Council

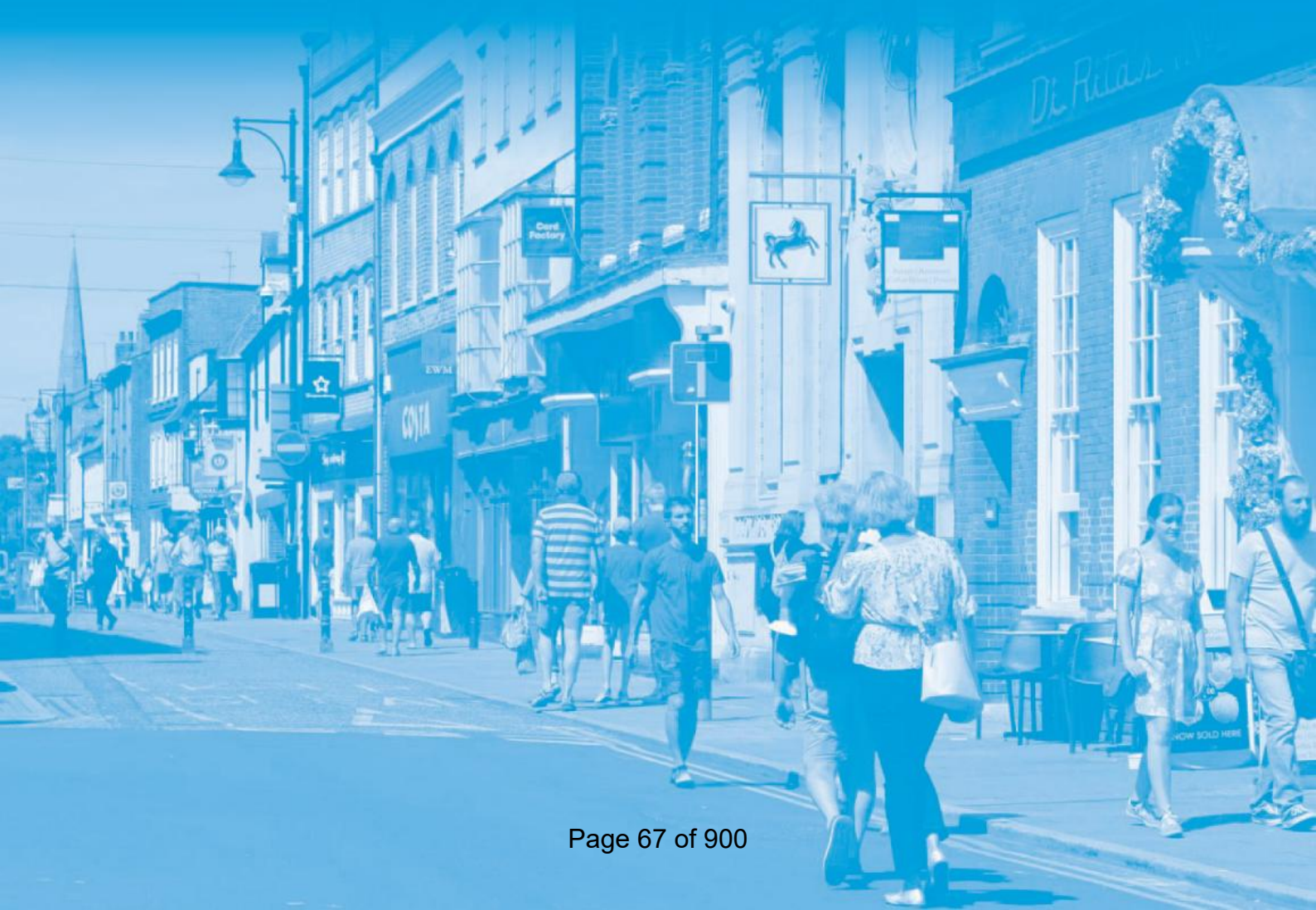
Paper copies of the survey are available on request.

If you would like a copy of this document either in Braille, large print or in other languages, please contact us preferably by email: Transport.Plan@Cambridgeshire.gov.uk or telephone: 0345 045 5200

Contents

Introduction

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



What is the purpose of the Strategy?

The long-standing important role of walking and cycling, or 'active travel' as an affordable and accessible mode of transport has been heightened in recent years. The climate crisis, change in national policy, and the behavioural change experienced during the COVID-19 pandemic, resulting in increased levels of working from home, has highlighted the importance that walking and cycling has on all our lives. Whether directly on our health through living more active lifestyles, or indirectly through improving the environment, all people in Cambridgeshire will benefit from making more journeys on foot, cycle or other 'wheeled' modes of active travel. Alongside other local policies, this Active Travel Strategy will build on achievements so far, such as the high levels of cycling in the city of Cambridge, and further improve and increase the proportion of journeys made by active modes across all of Cambridgeshire. Past decades have seen a higher priority given over to travel by private car at the expense of walking, cycling and public transport. This Strategy, in support of central government and local transport policy, sets out how we will rebalance the travel options available to the people of Cambridgeshire. This will enable and encourage more people to switch some of the journeys they once made by private car to active modes as the most affordable and accessible mode of travel available to people of all ages. Our aim is that, over time, active travel will become

a natural first choice of travel alongside public transport, with fewer people being dependent on the private car.

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 and initiatives in Cambridgeshire to achieve mode shift to more sustainable modes of travel and 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, resulting in a reduction in the number of journeys made by car, the strategy will have a significant role to play in addressing the following:

- 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.
- Achieving at a local level a number of significant environmental targets including net 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, creating pleasant spaces for people to travel along and spend time in, and provide affordable, inclusive access to key services for people of all ages and ability.
- Ensuring that all new developments meet a common standard of infrastructure provision for inclusive walking and cycling across the county.

The Strategy sets out how we will deliver the aims of central government to decarbonise transport[1] and make England a great walking and cycling nation. The vision and policies within this Strategy, alongside the action plan of schemes in the Cambridgeshire Local Cycling and Walking Infrastructure Plan[2] (LCWIP), set out how Cambridgeshire will meet this challenge.

The term 'active travel' within the Strategy refers to walking and cycling, but also includes other modes of travel and use of mobility aids (as shown in Figure 1) that support the aim of the Strategy to enable and encourage a shift away from journeys being made by private car.

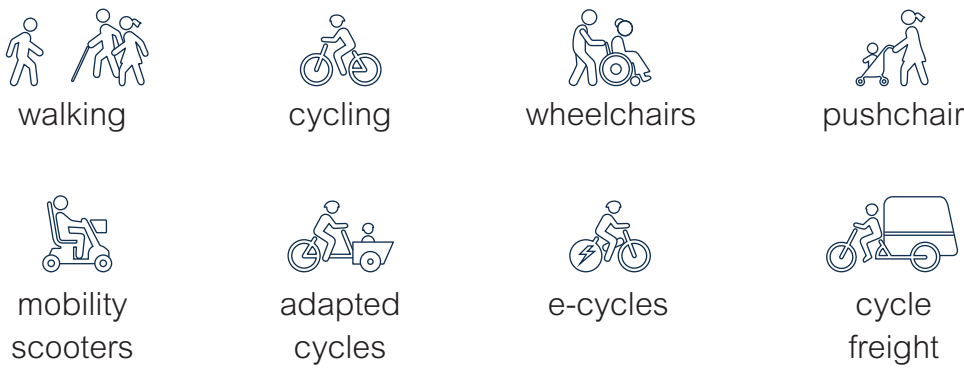


Figure 1: Active travel modes

Whilst the Strategy is inclusive of people who can travel by wheelchair, adapted cycle or other mobility aid, it acknowledges not everyone has this travel option and those with limited mobility will remain reliant on travel by car or community transport. There is a wide range of physical and mental disability which impacts on how people can travel. The Strategy aims to ensure people are not disabled by their environment, and where they can travel independently, or with assistance, they are enabled to do so by a well-designed and inclusive active travel network. Active travel is just one way to move towards a more sustainable way to travel in the future but will play a significant part in levelling up the travel options available for all who are able and would benefit from an alternative way to make their everyday journeys. Our approach for other modes of travel is covered by other strategic documents, as explained under 'Setting and Implementing Change'.

The Strategy is focused on utilitarian walking and cycling journeys including journeys to schools, town centre facilities, transport hubs and places of healthcare and employment, as well as the supporting infrastructure to make these journeys safe and attractive. This includes journeys to leisure facilities and the wider rights of way network. Whilst improvements to the rights of way network is the purpose of the Rights of Way Improvement Plan[3] (ROWIP), implementing new and improved infrastructure for 'active travel' purposes can overlap and potentially conflict with existing networks of public rights of way and bridleways. Wider users of the network, 'non-motorised users' (NMU),

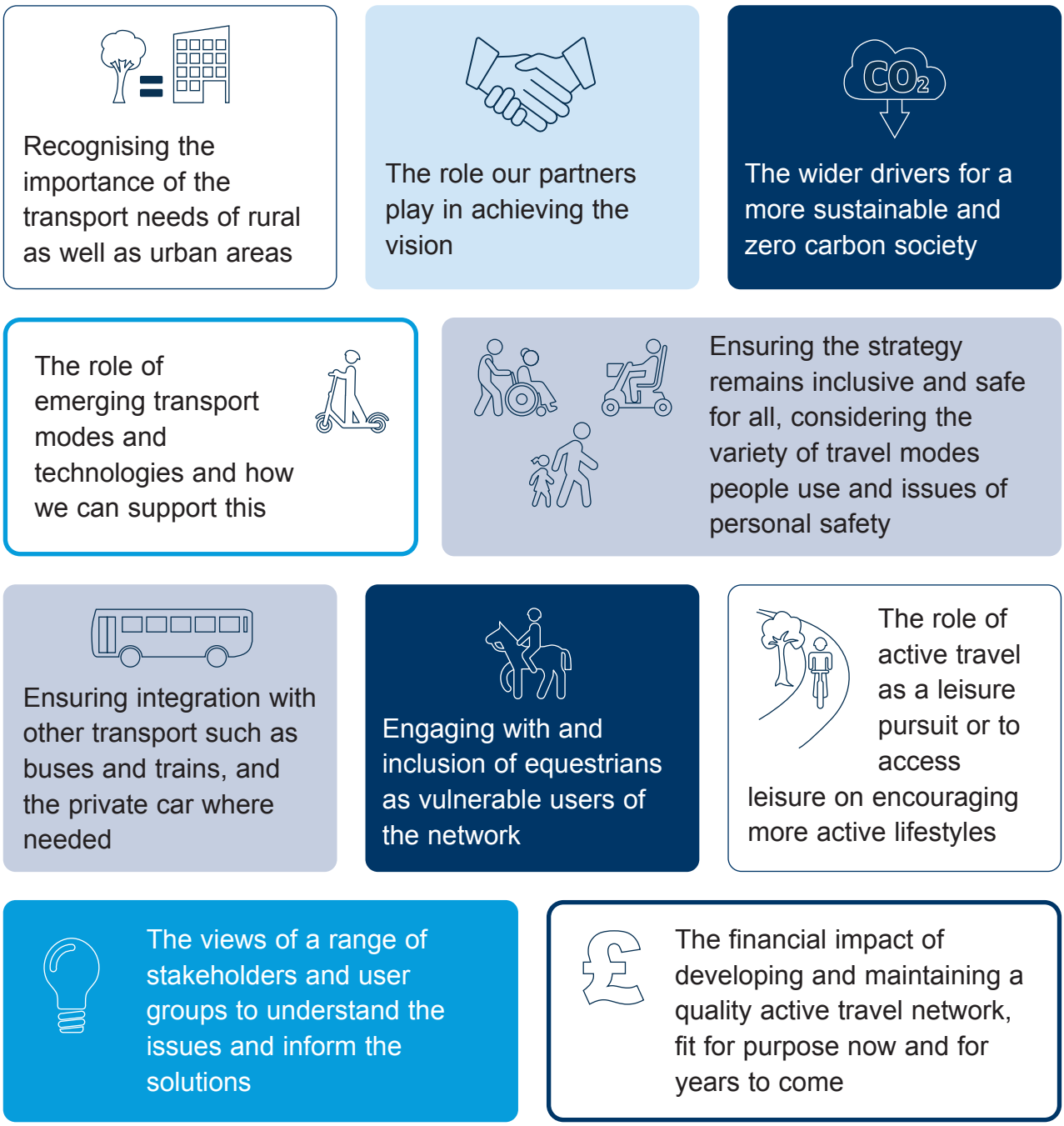


Figure 2: Factors considered in the development of the Active Travel Strategy

include those walking, cycling or horse riding as a leisure, recreational or commercial activity (e.g. riding schools), and must be considered and protected in such cases. The Cambridgeshire Active Travel Design Guide should be referred to in such cases.

E-scooters are currently only legal to use on a public highway when hired as part of a government trial scheme in specific areas, such as Cambridge. Also, although a sustainable mode of travel, they require limited levels of activity. Until the outcome of the trials is known and further guidance provided, e-scooters have not been included within our definition of active travel.

In developing the Strategy, consideration has been given to the factors shown in Figure 2.

Setting and implementing change

This Strategy supports the bold Central Government decarbonisation agenda prioritising improvements in sustainable travel, including several targets and commitments for increased cycling and walking over the coming decades, as illustrated in Figure 3 (overleaf). Active Travel England (ATE) is the new executive agency that will deliver the government's bold vision for walking and cycling set out in Gear Change[4] (2020). The County Council will seek to work with ATE as it becomes established and consider updated and emerging strategies, guidance and toolkits.

Since the Devolution Deal[5] in 2017, the responsibility to produce the Local Transport Plan (LTP) has passed from Cambridgeshire County Council (CCC) to the Cambridgeshire and Peterborough Combined Authority (CPCA). The CPCA is updating the LTP adopted in 2020 with the Local Transport and Connectivity Plan[6] (LTCP). The LTCP sets the overarching transport strategy for Cambridgeshire and addresses all modes of travel. This Strategy is a 'child document' of the LTCP and focuses on the active travel improvements needed to achieve the vision and objectives of the LTCP. The vision for the draft LTCP is:

> *A transport network which secures a future in which the region and its people can thrive.*
>
> *It must put improved 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.*

There are several 'child' documents of the LTCP which provide more detailed policies on specific topics or areas. The County Council district-based transport strategies set out the policy approach for all transport modes and the integration between them, including improvements to bus and train services and infrastructure, and the road network in those areas. Although this Strategy focuses on detailed active travel policy, it should be read in conjunction with the LTCP and other 'child' documents of the LTCP, as well as wider supporting documents and technical guidance as listed in Appendix 1.

England's Economic Heartland[7] (EEH) is the sub-national transport body for the region and provides a steer on strategic infrastructure and services. The Strategy has considered the EEH Regional Transport Strategy and emerging EEH Active Travel Strategy.

Cambridgeshire County Council is the Highway Authority and will work in partnership with the CPCA as well as local districts and the Greater Cambridge Partnership[8] (GCP). Cambridge City Council and all District Councils are important partners in developing and delivering the Strategy, and it must support the development of district Local Plans.

The GCP is the local delivery body for the Greater Cambridge City Deal[9] which has secured a significant amount of funding to plan and deliver a network of active travel improvements within the City of Cambridge and links to its surrounding villages.

Cycling and Walking Investment Strategy 2017

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

Gear Change: A bold vision for cycling and walking 2020

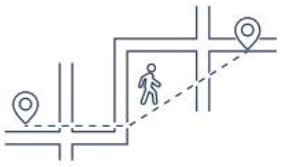
> **England will be a great walking and cycling nation**
>
> Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys…
>
> - Healthier, happier and greener communities
> - Safer streets
> - Convenient and accessible travel
> - At the heart of transport decision-making

Decarbonising Transport: A Better Greener Britain 2021

The plan in detail: Increasing cycling and walking

We will invest **£2 billion** over **5 years** to deliver a bold future vision for cycling and walking, making it the natural first choice for many journeys

By 2030 we will aim to have **half of all journeys** in towns and cities cycled or walked



By 2040 we will have a **world class** cycling and walking **network** in England

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.

Figure 3: Central Government targets for decarbonisation and improvements in active travel

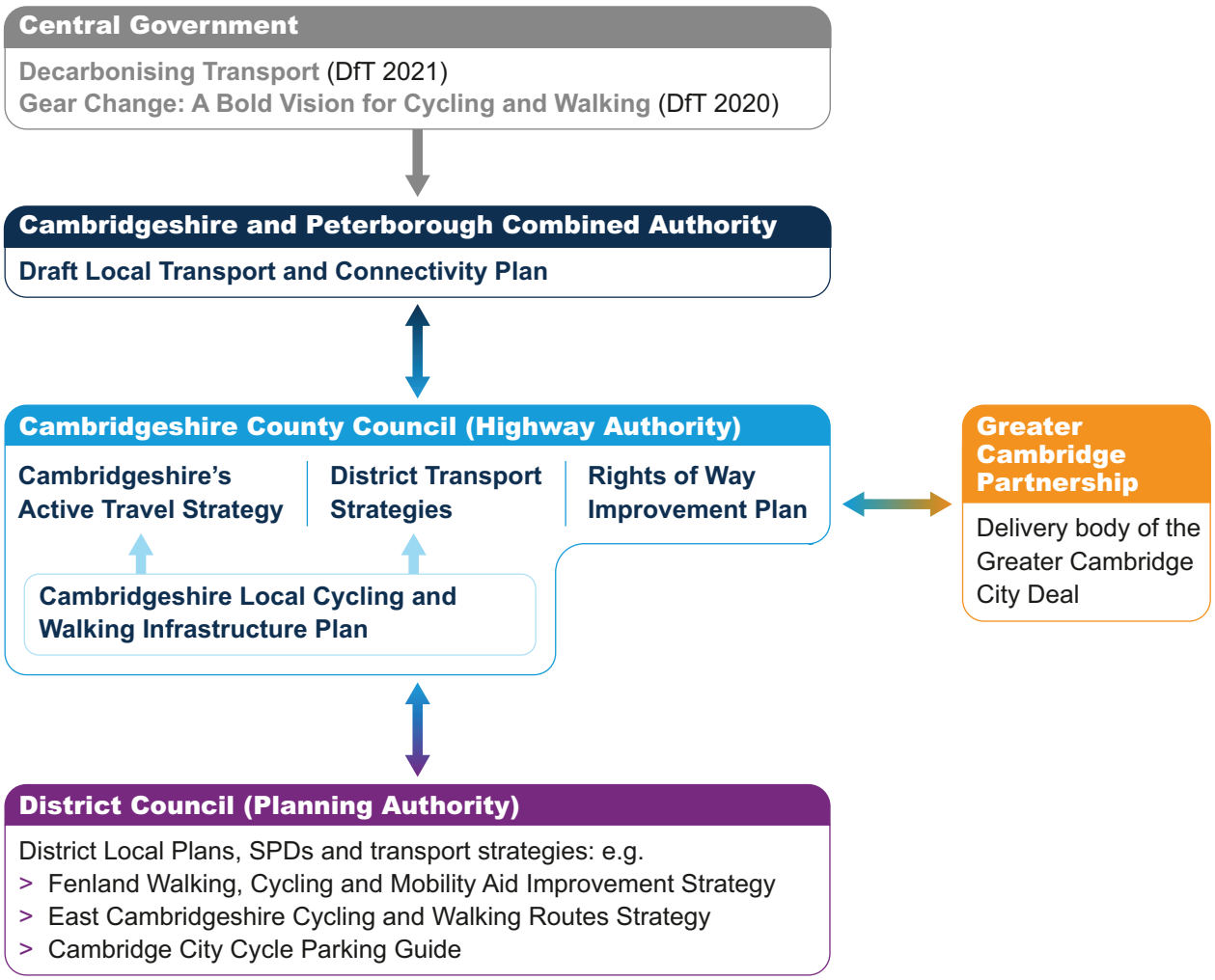


Figure 4: Relationship between the County Council transport strategy documents and the CPCA's LTCP

All future active travel schemes will align with the overarching vision of the LTCP and the detailed policies of this Strategy.

Figure 4 shows the relationship between the County Council transport strategy documents that sit under the CPCA's LTCP, district planning and other transport plans and strategies.

In developing this Strategy there has been significant consideration and alignment with the Cambridgeshire Local Cycling and Walking Infrastructure Plan and Cambridgeshire Rights of Way Improvement Plan, as explained below.

Cambridgeshire's Local Cycling and Walking Infrastructure Plan

Cambridgeshire's Local Cycling and Walking Infrastructure Plan[2] (LCWIP) was adopted in October 2022. It forms part of the Government's ambition to increase walking and cycling in the UK by 2025 particularly to schools, as outlined in the first Cycling and Walking Investment Strategy[10] (CWIS, 2017) and more recently the CWIS 2[11] published in July 2022.

The plan identifies priority cycle routes for each district based on census data of

origin and destination with journeys mapped to identify where most utility trips were made that could be undertaken by cycle rather than by car. For walking it focuses on routes to key destinations in Cambridge, Ely and the larger market towns as well as Cambourne.

The LCWIP routes are comprised of both new routes and existing routes that need improvement and form a first tier of prioritised active travel schemes, as set out in the active travel network maps. The LCWIP is a live document which will be reviewed and updated as needed.

Cambridgeshire's Rights of Way Improvement Plan

As the Local Highway Authority, Cambridgeshire's Rights of Way Improvement Plan[3] (ROWIP) is a statutory document and important in providing guiding principles for improvements to the rights of way network and enhanced 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 for, will be managed and improved. Its scope includes all non-motorised users (NMUs) including equestrians and ramblers, and although it contributes significantly to active travel objectives, it also has a more wide-ranging purpose including recreational needs of users on the network.

There will be instances on the network of roads, pavements, rights of way and bridleways where new infrastructure or improvements cause conflict between existing and new users. Emerging or updated documents such as the Cambridgeshire Active Travel Design Guide, HDM General Principles for Development and Highway Operational Standards will set out how all users will be considered appropriately as active travel schemes are designed and delivered where they impact on existing rights of way.

Developing the Strategy

This Strategy has been developed with input from council officers, key partners, local users and interest groups and wider engagement with county and district councillors, parish/town councils and key stakeholders. Feedback received through workshops, working group meetings and written comments have been considered in the development of the Strategy. A draft Strategy was consulted on through a six-week public consultation between September and November 2022. Feedback was analysed and changes were made to the draft strategy. For more detail, the consultation report can be read here[12].

Benefits of active travel

This Strategy looks to build on the success of existing high levels of walking and cycling in Greater Cambridge to create a Cambridgeshire culture of active travel. 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 our local environment and reduce the wider environmental impact of transport and its impact on the quality of life for future generations, whilst improving the health of the population of Cambridgeshire (see Figure 5 overleaf).

Cambridgeshire's Climate Change and Environment Strategy[13] (2022) and the Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy[14] (2022) are important drivers for change and have been considered throughout the development of this Strategy. For more information, refer to Appendix 1.

Housing and employment growth in Cambridgeshire is expected to continue, and we need to do more to enable and encourage better travel habits for those living and working in the county. To do this, we need to persuade more people out of their cars and on to more sustainable 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. We will fail to meet significant international, national and local targets to combat climate change.

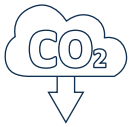
Improve our environment now and for the future:

Reduce air pollution

– reduction in the production of particulates and nitrogen dioxide (NO_2)

Source: Cambridgeshire Climate Change and Environment Strategy[13]

Reach net zero carbon by 2045



Improve our health and wellbeing:

33% of all 10 and 11 year old **children** in Cambridgeshire are **obese**

and over **60%** of all **adults** in Cambridgeshire and Peterborough are **overweight**

Source: Joint Strategic Needs Assessment[15]

72% of adults (19+ years) are **physically active**

11% of 16+ year-olds rate their **happiness as low**

Source: Cambridgeshire Insight[16]

Over **5%** of Cambridgeshire's population **mortality** is attributed to **air pollution**

Source: Cambridge Air Quality Action Plan[17]

Cycling and **walking** can help **reduce the risk** of cardiovascular disease, diabetes and dementia

Source: Joint Strategic Needs Assessment[15]

Reduce traffic congestion:

83% **own a car/van**

Source: Cambridgeshire Insight[16]

15% **reduction in car miles** driven in Cambridgeshire and Peterborough **by 2030**

Source: Cambridgeshire and Peterborough Independent Commission on Climate[18]

Cambridgeshire rates of **cycling** and **walking** are the **lowest** amongst the **over 40s**

Source: Cambridgeshire Insight[16]

Figure 5: Benefits of active travel

Cambridgeshire context and challenges

Cambridgeshire is a diverse county, formed of the cities of Cambridge and Ely, towns and large rural areas made up of villages and open countryside. There is significant planned growth across the county which presents transport challenges, particularly in rural areas where a lack of alternative options means there is a dependency on travel by private car. 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 changes to how the people of Cambridgeshire are living, working and travelling. There is also a recognised need to tackle the wider climate crisis. A target to reduce car miles driven within Cambridgeshire and Peterborough by 15 per cent by 2030 (compared to baseline) is recommended in the Independent Commission on Climate Report[18] and included in the LTCP.

The city of Cambridge and its immediate surrounding area form a globally significant high-tech and biotech cluster, with the University of Cambridge being a major employer and a 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 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 towns.

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. The Council's District-based Transport Strategies[19] explore the challenges facing each district in more detail. Walking and cycling have a role to play in addressing these challenges in rural areas alongside public transport, and the flat natural landscape of the county means it could become an attractive travel option to more people. The current lack of safe and connected active travel provision is a significant barrier so improving walking and cycling routes to key destinations for work, education and healthcare to help reduce social exclusion is an important part of local transport policy.

Active travel in Cambridgeshire so far

The city of Cambridge has the UK's highest levels of cycling with 29 per cent of its working residents cycling to work in 2011. Cambridge also topped the table in 'Sport England' 2015 active people survey[20] with 33 per cent of adults cycling three times a week. South Cambridgeshire also enjoys high levels of cycling with 7.6 per cent of residents cycling to work in 2011.

The Greater Cambridge region has seen significant recent investment in sustainable travel improvements since the creation of the Greater Cambridge City Deal in 2013, now known as the Greater Cambridge Partnership (GCP). The £100m of government funding made

available for transport improvements until 2020 has seen a number of schemes delivered. Schemes include improved active travel infrastructure on four key corridors into Cambridge, approval of the Greenways programme consisting of 12 new segregated routes, Cycling Plus schemes and the opening of the Chisholm Trail Phase 1, with Phase 2 starting in late 2022. Following the 2020 Gateway Review, an extra £200m of funding has been made available up to 2025. The GCP's City Access project proposes a new Sustainable Travel Zone in the City of Cambridge in the form of a road user charge, that will help fund transformative improvements to how people and vehicles will move around the city, whilst reducing congestion and improving air quality. The proposal, if agreed, would provide further investment in active travel in the city, alongside substantial public transport improvements ahead of the charges taking affect. The full proposals for the Sustainable Travel Zone were included in the Making Connections consultation that finished in December 2022. The results will be evaluated ahead of a formal decision that is scheduled for later in 2023.

The success of investment in sustainable travel in the Greater Cambridge area can be seen by the recent report prepared by Sustrans on Walking and Cycling Index 2021[21]. Every year, walking and cycling prevents 827 serious long-term health conditions, creates £215.6 million in economic benefit for individuals and the region, and saves 19,000 tonnes of greenhouse gas emissions in the Greater Cambridge area.

The situation outside the Greater Cambridge area is somewhat different and investment in active travel has been

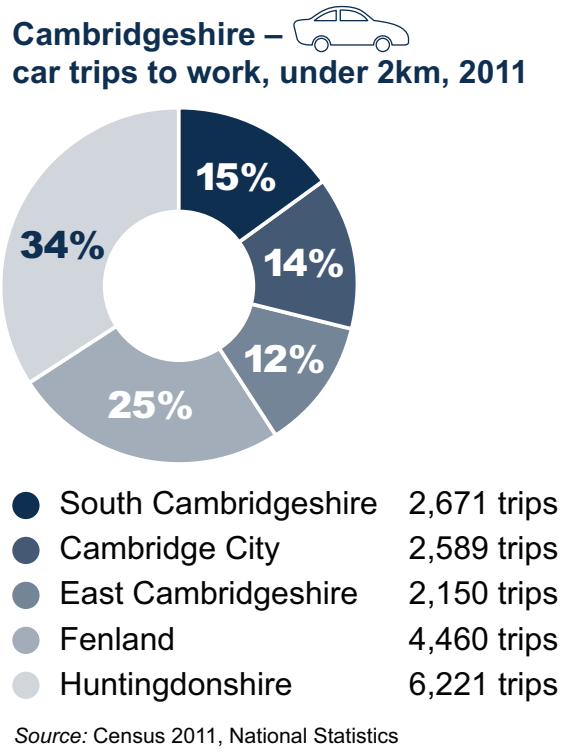


Figure 6: Car trips to work in Cambridgeshire

more limited. Although half of work trips are walked or cycled in Cambridge City, only one in seven walk or cycle in the rest of the county[13], with walking preferred over cycling. There are wider public health issues in some parts of Cambridgeshire with high levels of obesity and many adults having limited levels of exercise. There are many short journeys currently being made by car that if made by active modes could make a significant difference to both individuals and the local and wider environment (see Figure 6).

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 challenges identified in Figure 7 (overleaf) will need to be addressed.

Figure 7: Challenges to implementing active travel

Addressing the barriers to mode shift: what can we do?

It is acknowledged not all journeys that are currently made by car will be possible by active means, and everyone's circumstances are different. There are many barriers that prevent people from walking and cycling. Many of these barriers can be addressed through better designed and inclusive schemes, as well as behaviour change initiatives to create an active travel culture. However, there will always be barriers that are difficult to overcome, either due to constraints of location or the needs of travellers. Some of the most common barriers to why people do not currently walk or cycle more are shown in Table 1, but there can be other specific reasons why people feel they cannot walk or cycle more. This Strategy includes how we can address many of these barriers, through its policies, schemes and initiatives, as summarised below.

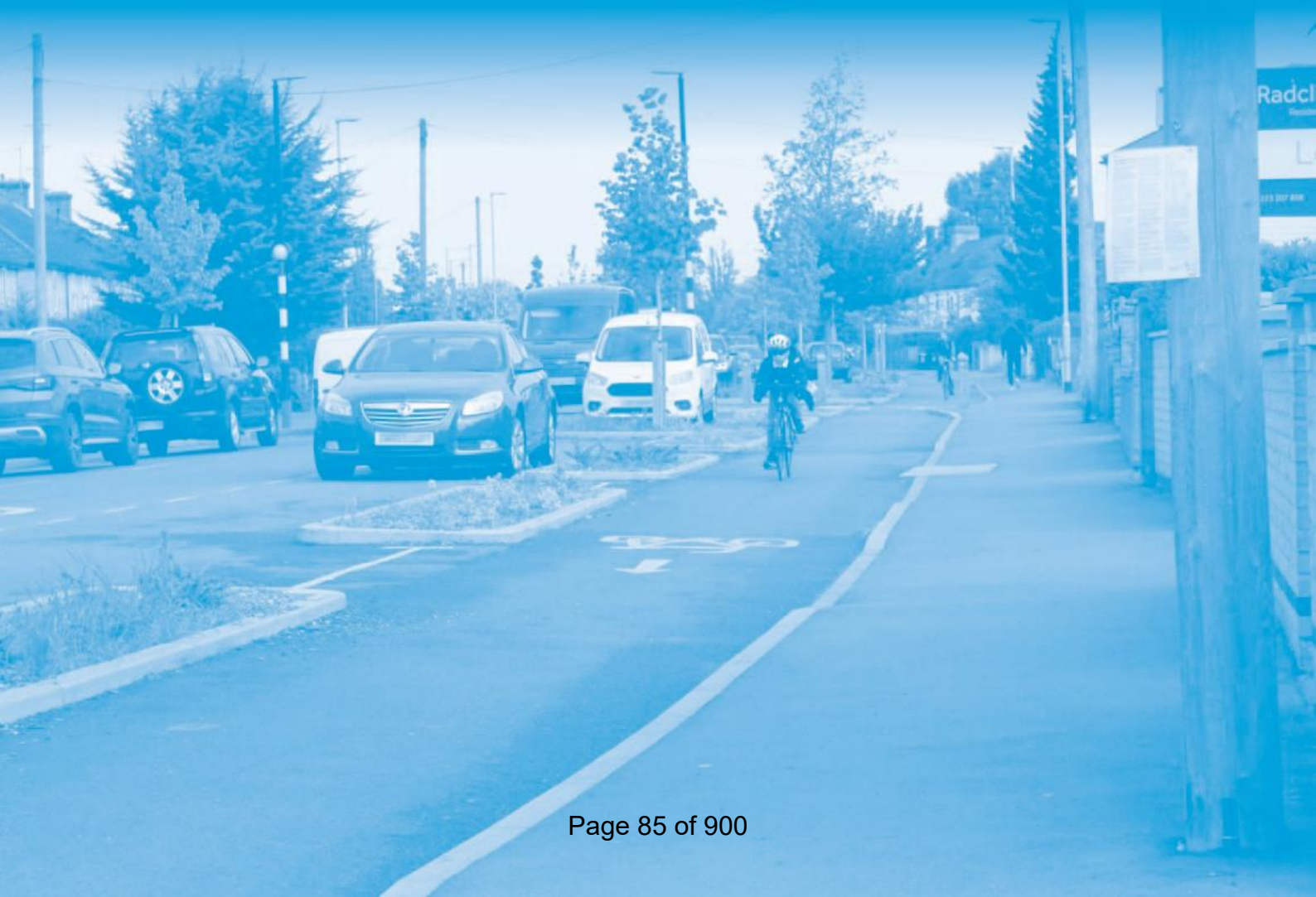
Table 1: Barriers and potential solutions to mode shift

Perceived barrier	Proposed solution
Longer journey times to walk or cycle compared to private car and the need to make multiple journeys at one time.	By providing high-quality, safe and direct infrastructure and creating a more inclusive active culture, more journeys will be possible by active modes by more people. A key part of the Strategy is encouraging people to make different choices to create an active travel culture across Cambridgeshire. This can be achieved by sharing information and promotional activities and campaigns.
Travelling with young children or people less mobile, as well as needing to travel with goods.	Designing infrastructure to accommodate cargo and e-cargo bikes, both for carrying people and for goods, as well as providing appropriate cycle parking. Trials and hire schemes can help show people and businesses the potential of these solutions. All new active travel infrastructure should be designed for all ages to use safely.
Concerns of safety or perception of safety – congested roads, poorly designed infrastructure, unlit paths and conflict of users can make people feel at risk of harm.	Policies within this Strategy, as well as relevant technical guidance and supporting documents, should be applied consistently for all transport improvements or new transport schemes, and in the design of new developments to ensure schemes are safe and inclusive for all users.
Physical ability and confidence – as well as people who have mobility or specific health issues that limit their ability to travel actively, e.g. a health condition, disability or age, many people have low levels of fitness or lack confidence that makes them feel they cannot walk or cycle more often.	Education and training – building on the work of the CCC Road Education Team and Road Safety Partnership, educating both motorists and all non-motorised users on the Highway Code and code of conduct, as well as cycle training initiatives such as Bikeability. Removal of pinch points to allow for non-standard and adapted bikes.
Access to cycles – standard, electric or adapted – to enable people to cycle or allow for longer journeys to be made by cycle.	Bike hire and sharing schemes – work with CPCA as Transport Authority to explore ways to expand micromobility schemes outside of the City of Cambridge, as well as localised initiatives to widen people's access to a bike. ➤

Perceived barrier	Proposed solution
Lack of supporting infrastructure – if secure cycle parking is not available there is a high risk of cycle theft. No benches, changing facilities at destinations, wayfinding and appropriate lighting can all deter people from walking or cycling.	Policies within this Strategy, as well as relevant technical guidance and supporting documents, should be applied consistently for all transport improvements or new transport schemes, and in the design of new developments to ensure supporting infrastructure is considered at early stages of scheme design. Collaborative working with district councils and external partners will be important to achieve this.
Bad road user behaviour – both motorists and cyclists are known to present bad behaviour on roads and shared user routes at times, making it unpleasant or unsafe for all users when this happens.	Education and training – building on the work of the CCC Road Education Team and Road Safety Partnership, educating both motorists and all non-motorised users on the Highway Code and code of conduct, as well as cycle training initiatives such as Bikeability.
Non-existent and poorly designed or maintained active travel routes – an active travel route is only as good as its weakest point, and there are known gaps and deficiencies in the existing network which create unsafe or unpleasant journeys by active modes.	A key part of the Strategy is to identify the gaps and deficiencies within the network and to deliver improvements as funding opportunities are secured, working closely with the highway capital maintenance programme.
Bad weather and other unpleasant environments – bad weather, poor air quality and noisy congested streets are all factors that people say put them off walking or cycling as it is not a pleasant journey to make in those conditions.	A key part of the Strategy is encouraging people to make different choices to create an active travel culture across Cambridgeshire. If this is achieved, the environment we travel in will become more pleasant and a safer place to be.

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.



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 plan to create a well-connected, safe and inclusive active travel network that will become the 'go-to' travel option for local journeys.

We will enhance existing active travel infrastructure, expand the network with new, safe, high-quality active travel routes and rebalance the use of road space to better reflect the road user hierarchy. The aim will be to increase the number of utility journeys taken by foot, cycle or other 'wheeled' modes as defined in the Strategy, whilst taking account of other motorised and non-motorised user (NMU) needs.

The Strategy identifies the policies and actions needed to create and deliver a connected countywide active travel network plus associated infrastructure, addressing both urban and rural provision, designed with consideration of the needs of differing user groups and abilities. It will make improving internal and collaborative processes a high priority, ensure the application of existing and emerging national guidance, helping to secure funding to deliver the vision. We will seek new ways to encourage those who are able to make active travel a natural choice for local journeys

currently taken by private car, as well as linking to transport hubs for onward travel by bus or train. Journeys to schools, town centre facilities, transport hubs and places of healthcare and employment, including supporting infrastructure, are the key focus of the Strategy in order to achieve wider Council aims. These priorities are summarised in Figure 8.

We will:

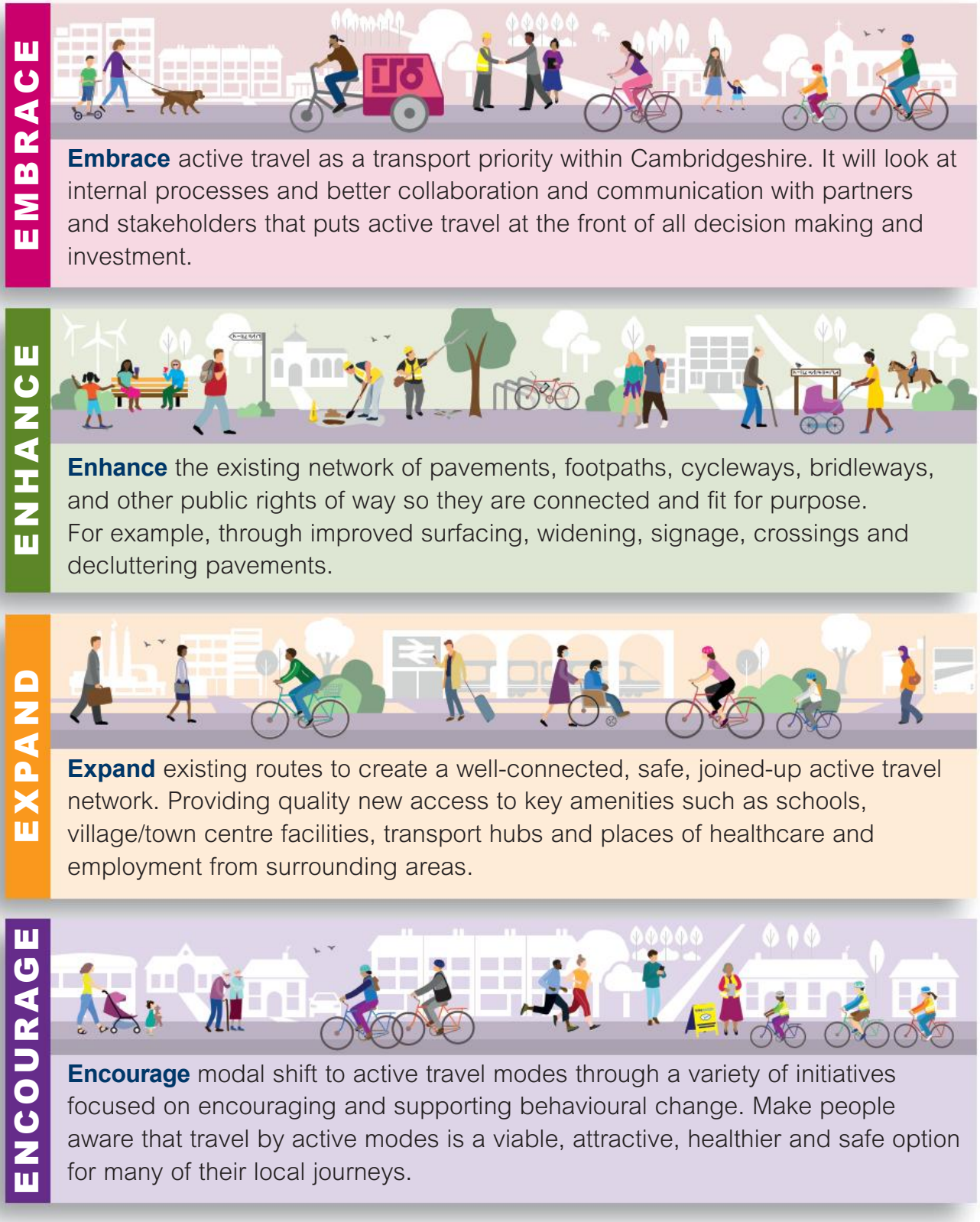


Figure 8: The 4 Es – priorities to achieve the active travel vision

Objectives

Our objectives set out how we will seek to achieve the active travel vision for Cambridgeshire and how the 4 Es described in Figure 8 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, inclusive and connected active travel network across Cambridgeshire that will enable and encourage more journeys currently being made by car to be taken by walking or cycling. This will support achieving net zero carbon by 2045, reduce air and noise pollution and create a healthier, more active Cambridgeshire.

2. Develop the active travel network by identifying improvements to local journeys, as well as connections to public transport for onward travel. 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, developers, stakeholders and communities. Together, we will ensure safe and inclusive active travel is embedded and prioritised in all 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. identifying improvements to the existing active travel network, filling in the gaps in connectivity and supporting infrastructure such as signage, benches and cycle parking to make routes safer and more pleasant to use

   b. ensuring high-quality and connected active travel provision is planned as part of all transport schemes and developments at the outset of projects and planning applications

   c. review and improve maintenance of existing active travel infrastructure, addressing the importance that well maintained routes have on sustained use

   d. embedding a 'whole life cycle' approach to scheme development, ensuring all new schemes are designed to a high-quality whilst minimising the ongoing maintenance cost and secure alternative funding, e.g. commuted sums.

5 Explore new ways to promote and encourage active travel and support initiatives that create behaviour change and modal shift. We will look holistically at the shared experience and influences that make walking or cycling an attractive option as a form of travel, as well as addressing the barriers people face that impact on their choices

Active travel is one part of a much bigger transport picture that will play a part in achieving wider societal, health, environment and climate targets both locally and nationally. Modal shift away from travel by private car will depend on other significant changes. For example, the reduced need to travel through integrated land use and transport planning, and significant improvements to integrated public transport. These issues are addressed in the LTCP, District-based Transport Strategies and work proposed by the Greater Cambridge Partnership. A wholistic approach will create opportunities for improved public realm, better connected communities and address wider health and inequality issues. Safe and inclusive active travel can open wider travel opportunities for young people and those who cannot afford other transport options. Eventually, creating a society where walking and cycling is the norm, for all ages and abilities, will increase independent mobility as people get older, and reduce the likelihood of people developing health conditions.

Improved digital connectivity and flexible working patterns, with more people able to work from home, 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, to reach the longer-term net zero carbon targets by 2045. There will be a short-term focus on better collaboration and processes internally, and working with key partners, placing a higher priority on active travel in all decision making. The identified short-term actions will 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 statement of actions and studies focuses on developing and implementing a detailed pipeline of active travel improvements and new schemes that will work to achieve the longer-term vision of a connected active travel network. This stage will be dependent on securing funding opportunities to design and deliver the pipeline of schemes. Further detail on the funding and delivery of the Strategy is under section 'Delivery'.

The impact, or 'success' of the Strategy on achieving its vision, objectives and wider policy aims will be dependent on enforcing the policies within it and identifying funding over its lifetime to deliver the vision for a connected active travel network across Cambridgeshire.

Policies

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

Our active travel approach

Cambridgeshire's Active Travel Strategy 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 and delivery methods. These include health and wellbeing, equality and 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:

- existing, updated or emerging government guidance
- Cambridgeshire and Peterborough Local Transport and Connectivity Plan[6] (LTCP)
- Area-based transport strategies[19] – Cambridgeshire County Council
- Cambridgeshire Rights of Way Improvement Plan[3] – Cambridgeshire County Council
- District council Local Plans, SPDs and transport strategies
- Neighbourhood Plans and parish-led LCWIPs
- The Greater Cambridge Partnership programme[8]
- The Vision Zero Partnership: Towards 2030 – Making our roads safer for all[22]
- existing, updated or emerging supporting documents as referenced.

They are intended to provide a robust framework which will 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, refer to Appendix 1.

Policy AT01: The overarching Strategy approach

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

Linked to objectives 1 2 3 4 5

This Chapter sets out the policies under the 4 Es: **Embrace**, **Enhance**, **Expand** and **Encourage**.

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 active travel user needs prioritised and attention focused 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 longer journeys. In all contexts, where people are making journeys, decision makers must always consider and prioritise active travel at the outset. The needs of existing users of the network will be recognised and considered at the early stages of all schemes and developments in order to achieve an acceptable balance appropriate to the location and scheme. 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 to reflect and support the move towards active travel.

Nationally there are commitments to embracing and boosting active travel, through policy and guidance, as well as through the newly formed Executive Agency Active Travel England (ATE). Locally, it is by working across departments and collaboration with ATE, local partners, developers, stakeholders and the wider public, that the greatest changes will be made. This can be achieved through establishing an Active Travel Centre of Excellence within the County Council. The Centre of Excellence (CoE) is being developed to support Cambridgeshire and the region to develop and implement active travel. The CoE will identify and secure funding to deliver active travel schemes from central government, CPCA and through the planning process. The CoE will lead and promote active travel in the region and act as a unifying voice for the region.

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 Active Travel England, Cambridgeshire and Peterborough Combined Authority (CPCA) as Transport Authority, the district councils as Planning Authorities, and the Greater Cambridge Partnership (GCP). Wider partner agencies, neighbouring authorities, Parish and Town Councils also have an important role to play. A good example of effective partnership working can be seen through the multi-agency Cambridge Cycle Crime Task and Finish Group, which involves local police officers and key stakeholders to reduce cycle crime

in Cambridge. It has made a positive difference since the Task and Finish Group was established in 2020. Lessons learnt could be used across the county. 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. We will work with train and bus operators to develop easy, safe and pleasant transitions between modes at transport hubs.

The County Council 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 safeguarding of routes, appropriate S106 schemes, appropriate car parking standards and cycle parking standards as well as other supporting infrastructure.

Linked to objectives 1 3

Policy AT03: Collaborative working with key stakeholders and the community

The County Council seeks to ensure key stakeholders and communities impacted by projects are proactively engaged throughout the process, including community groups and relevant campaign/interest groups. We will also engage with Neighbourhood Planning alongside the relevant Local Planning Authority. It is recognised there is opportunity to improve internal processes to ensure engagement with all interested and affected groups takes place from the outset of projects as well as when projects move through different stages of the process, and at formal public consultation stage. This should include stakeholder input, where appropriate, in agreeing scheme details through the S106 developer contributions process, see action plan ATAP 13.

Linked to objectives 3 5

Policy AT04: Ensure that Active Travel is prioritised in new developments

Early consideration of active travel provision is fundamental to achieving high-quality infrastructure and sustainable growth. An important way to ensure the optimum solution is provided is to safeguard active travel routes in Local Plans. The County Council will work with district council planning teams to identify and secure appropriate routes through the Local Plan process.

Another important stage the County Council can influence active travel provision and design is through the planning application process. 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 be required if the development falls below this threshold but has other local issues that may need to be addressed.

Measures that embrace, enhance, expand and encourage active travel for new developments must be 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 emerging Active Travel Centre of Excellence will input into this process to ensure consistency and quality across proposals. The CCC Highway Development Management General Principles for Development[23] document sets out requirements to applicants, developers, their agents and local authority officers in relation to new highway, access and adoptable infrastructure across Cambridgeshire. This will be updated to reflect the key theme of embracing active travel in all new decision making (refer to Action Plan 08). The Cambridgeshire Active Travel Design Guide is also available to assist developers where public rights of way are involved or new rights are being considered.

An Active Travel Toolkit for New Developments will be adopted (refer to Action Plan 02) that will provide guidance for planning authorities, County Council departments and developers. Developments of all types and sizes should consider the key considerations and expectations within the Toolkit. The checklist will need to be completed for larger-scale developments, as defined in the Toolkit, to show that active travel is considered at the earliest stage to ensure provision of or impact on active travel is accounted for.

Linked to objectives 1 2 3 5

Policy AT05: Internal processes

Consideration of active travel provision must be embedded across the Council in the same way as safety is considered. All NMUs should be considered at the early stage of scheme inception. 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 and wider stakeholders at both early and detailed design stages will be essential.

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

Linked to objectives 1 3 4

Policy AT06: Applying the road user hierarchy

An important part of embracing active travel is putting those who walk or cycle at the top of our transport user hierarchy. The 2022 updates to the Highway Code[24] put more emphasis on protecting the most vulnerable users of the road network, including horse riders. The road user hierarchy, as illustrated in Figure 9, based on the Manual for Streets[25] (DfT, 2007), puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians reflects the need to consider all vulnerable non-motorised users such as horse riders in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted.

The road user hierarchy should be considered alongside the 'Place' and 'Movement' concept set out in the LTCP that will identify the suitability of any new or improved transport scheme within a specific location and should be referred to alongside this policy.

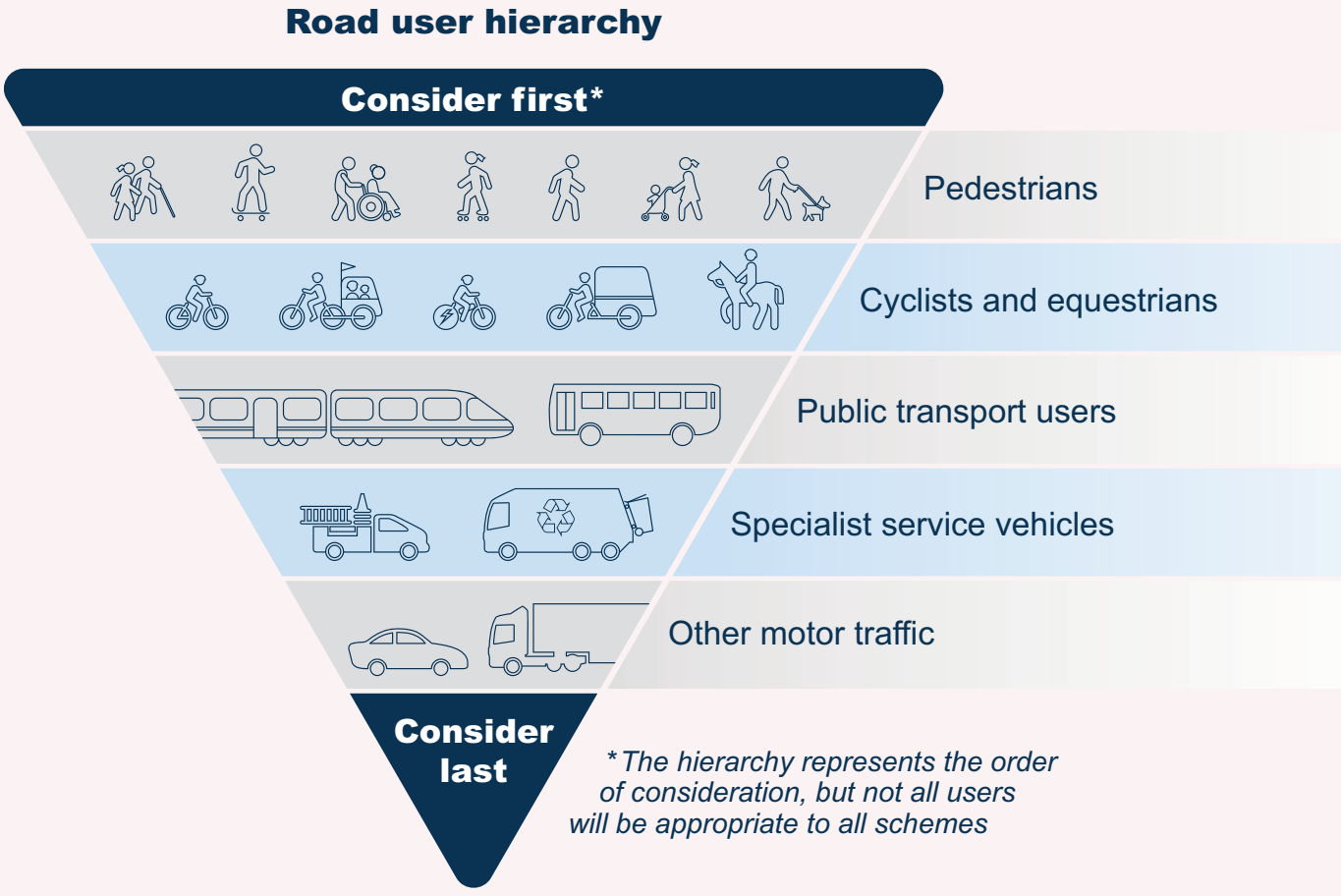


Figure 9: Road user hierarchy

The GCP Cambridge Road Classification review could redefine how different types of roads will look and feel for different road users, placing more emphasis on the application of the road user hierarchy using the place and movement concept. This could have a significant impact on the attractiveness of active travel routes where this is implemented.

Linked to objectives 1 2 4

Policy AT07: All highway improvement schemes must consider active travel

As set out in Local Transport Note (LTN) 1/20[26] appropriate cycle facilities should be provided within all new highways schemes and development proposals, 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[27] indicators where appropriate. Highway improvement schemes must consider active travel improvements and it will not be acceptable to continue 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 parallel active travel facilities should be provided as standard along the full length, including junctions, and connected to wider existing infrastructure. This should include wider NMU facilities where there are opportunities to link with existing provision to improve connectivity of NMU routes.

The needs of those using active travel modes must be prioritised and embedded at each key stage of the Gateway process in the County Council's Project Management Framework. Policies set out in the National Planning Policy Framework[28] (NPPF), the National Model Design Code[29], and the Rights of Way Improvement Plan (ROWIP) must be observed and implemented as well as any new or updated relevant guidance. Partnership working is crucial in involving all parties who can advise on the needs of active travel.

Linked to objectives 1 3

Policy AT08: Accessible and inclusive provision

Accessible and affordable transport is a lifeline for many Cambridgeshire residents. It connects people to opportunities for healthcare, learning, work, socialising, sport and leisure activities. 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 for those who do not have access to a private vehicle, or where households have access to one vehicle but have incompatible journey needs.

Our future networks and connections will be planned and designed to create inclusive and safe environments for all to enjoy the benefits of active travel. This will include designing for adapted cycles and mobility aids, removing physical barriers, reducing pavement parking and street clutter which can be a barrier to active travel, especially for those using mobility equipment and those with pushchairs. We will build on existing practices such as the need for an Equality Impact Assessment for all

projects and 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 design measures for people with different needs and abilities, applying the key principles set out in Inclusive Mobility – a Guide to Best Practice on Access to Pedestrian and Transport Infrastructure[30] (DfT, 2021).

We recognise that not everyone is able to take up an active mode of travel and the use of private car, public transport, taxis or community transport services remain essential for some of those people. We will, however, look to better provide for our aging population and those with disabilities by creating healthy streets focusing on elements such as safer crossings and providing more benches. All protected characteristics should be considered, including disability, age, gender, gender reassignment, sexual orientation, race and ethnicity, religion or belief, marital and civil partnership status and pregnancy and maternity as defined in the Equality Act 2010[31]. As a Council, we have gone beyond these: poverty and rural isolation are also included in Cambridgeshire County Council's Single Equality Strategy[32], and should also be considered in all active travel projects.

Linked to objectives 1 2 3 4

Policy AT09: Safety for all

The County Council is a member of the Vision Zero Partnership[22], 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, which states:

> *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 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 is 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 build on existing practices to consider 'safety for all' in every project and continue to work with partners to learn lessons and continually update our best practice. By creating safer infrastructure and addressing perceptions of safety for users, more people will be encouraged to travel by active means for more of their local journeys.

Linked to objectives 1 2 3 4 5

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 part of the Cambridgeshire Rights of Way Improvement Plan[3] (ROWIP). This section focuses on the active travel network used for everyday journeys to places of education, health and work, and local amenities such as town centres. These policies and future transport schemes will need to be considered alongside the ROWIP and the provision and protection of the recreational activities associated with the wider rights of way network.

There are significant challenges to creating and maintaining an active travel network, in terms of resource, budget pressures, traffic management pressures and the legacy of poor design or materials used. However, by filling 'gaps' in existing parts of the network, improving design, surfaces and supporting infrastructure, 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.

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[13], recognising the value of green infrastructure to mental health and wellbeing. Making existing routes safer and more pleasant spaces to move through will encourage more people to use them.

Policy AT10: Improve existing walking and cycling provision

The Strategy recognises that there are known gaps and barriers in the rights of way and walking and cycling networks. This includes missing links between provision, below standard infrastructure, unsafe junctions or crossings, as well as removing or designing out physical barriers, that can reduce usage and impact on users' safety.

We will seek to identify and address these gaps and barriers (refer to AT101) to greatly enhance provision, provide complete and safer routes and encourage new users to take up active travel journeys.

Linked to objectives 1 2

Policy AT11: 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 secure and accessible cycle parking for standard and adapted cycles in the right locations, providing appropriate lighting where possible, and installing benches, signage and wayfinding to make routes as user friendly, attractive and safe as possible. This should be provided on all active travel routes as well as at transport hubs, e.g. bus and train stations and bus stops, to ensure ease of connection to public transport.

Experience of or fear of cycle theft can be a significant barrier to people choosing to cycle. Cycle theft is particularly high in areas of longer-term parking such as at train and bus stations. The County Council will support the provision of secure cycle parking and shared cycle hire at key destinations, e.g. train/bus stations, town centres and local shops, community facilities, as well as places of leisure, employment and education. We will also support the installation of facilities such as showers, lockers or lockable enclosures and secure covered cycle parking, considering designs that are accessible and inclusive for all. The County Council will build on recent projects where cycle parking has been installed in many town centres in consultation with town and parish councils. Opportunities to install new or improved cycle parking in other key destinations will be considered as funding is available. It is acknowledged that not all residential properties have space for cycle storage and opportunities for secure cycle parking in residential areas will also be considered. We will work with district councils to ensure good cycle parking standards for new developments are set out in local plans and implemented through the planning process.

In more rural locations, lighting provided by street lighting columns will be minimised wherever possible and only used where a clearly defined requirement is identified, such as at conflict areas, e.g. at a crossing point where a cycle path crosses a main road. The design of schemes will consider the use of solar lighting studs or reflective studs wherever possible in line with Cambridgeshire's Active Travel Design Guide. This approach is in line with the Council's Climate Change and Environment Strategy considering reducing energy consumption and light pollution that can be detrimental to night-time wildlife.

The County Council, partner organisations and developers should seek to include provision of supporting infrastructure in all schemes that have the opportunity to improve and support existing active travel infrastructure and journeys and encourage employers to provide facilities for its workers. Refer to Policy AT22 for supporting infrastructure for new schemes and developments.

Linked to objectives 1 3 5

Policy AT12: Adopt the Healthy Streets approach

The Healthy Streets[27] approach (see Figure 10), 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 street scene issues such as removing street clutter, improving air quality, providing safe crossings, and 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 people who are walking, cycling or wheeling and so enhance journeys by these modes and the health of our population.

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 opportunities to implement this through specific schemes or wider area improvements, such as through Healthy Steet Audits.

Linked to objectives 1 2

Policy AT13: 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 and safe in all weather conditions. All new schemes will need to be designed to a high quality and standard in order to minimise the long-term maintenance cost, taking into account the implications of the legal status of a route. Any new NMU route being offered for adoption must meet the criteria set out in the County Council's NMU Adoption Policy[33].

Figure 10: Healthy Streets approach

The County Council's approach to maintaining our highways is set in our Highway Asset Management Policy[34] and detailed within our Highway Operational Standards.

The County Council will:

- consider new ways to prioritise and deliver the maintenance of active travel infrastructure, e.g. through updated policies, consideration of the maintenance programme and legal classification of assets (refer to Action Plan 03)
- explore different funding models for schemes, e.g. commuted sums, particularly in new developments. Consideration could also be given to innovative ways to maintain the network, such as using volunteers and working with community groups (refer to Action Plans 04 and 09).

Linked to objectives 1 3 4

Policy AT14: Use enforcement powers to better manage active travel routes

Congested streets and anti-social 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 the 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 including working with district councils to reduce street clutter and obstructive

parking. Further powers will become available through the enactment of Traffic Management Act part 6[35] which could be used to enable safer active travel routes. Applications are being developed for civil enforcement powers in Huntingdonshire, Fenland and South Cambridgeshire District Councils. There are already civil enforcement powers in the Cambridge City Council area. In these district areas the Highway Authority could take advantage of these new powers by implementing further measures to enable improvements to active travel, such as enforced bus gates and tackling pavement parking.

Linked to objectives 2 3 4

Policy AT15: Investment in the Rights of Way Improvement Plan (ROWIP)

The ROWIP[3] was adopted in 2006, setting out how the Council will manage, improve and promote the public rights of way network. The Statements of Action were updated in 2016. Although focused on the recreational use of the network, it needs to be considered alongside active travel improvements. It works in harmony with the Local Transport and Connectivity Plan and the Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy, and now the Active Travel Strategy for Cambridgeshire.

Continued investment in the active travel priorities set out in the ROWIP is important to meet the objectives of 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).

Linked to objectives 1 2 3 4 5

Expand

A key focus and challenge for this strategy will be to expand the existing active travel 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 Cambridgeshire Local Cycling and Walking Infrastructure Plan[2] (LCWIP) identifies routes most likely to generate additional cycle journeys by using mainly census journey-to-work origin and destination data in each of the districts. Whilst these routes are generally supported, consultation identified the strong wish for more rural connectivity, linking villages with safe walking and cycling routes to existing routes and proposed Greenways, and to local destinations, particularly to village colleges, transport hubs and urban centres.

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 detail the specific challenges for active travel in each district and set out the strategy approach for each area.

The Strategy supports leisure pursuits through considering links to the public rights of way network and local connections to tourist destinations, such as National Trust properties. Early engagement with all non-motorised users, including the equestrian community, will be required.

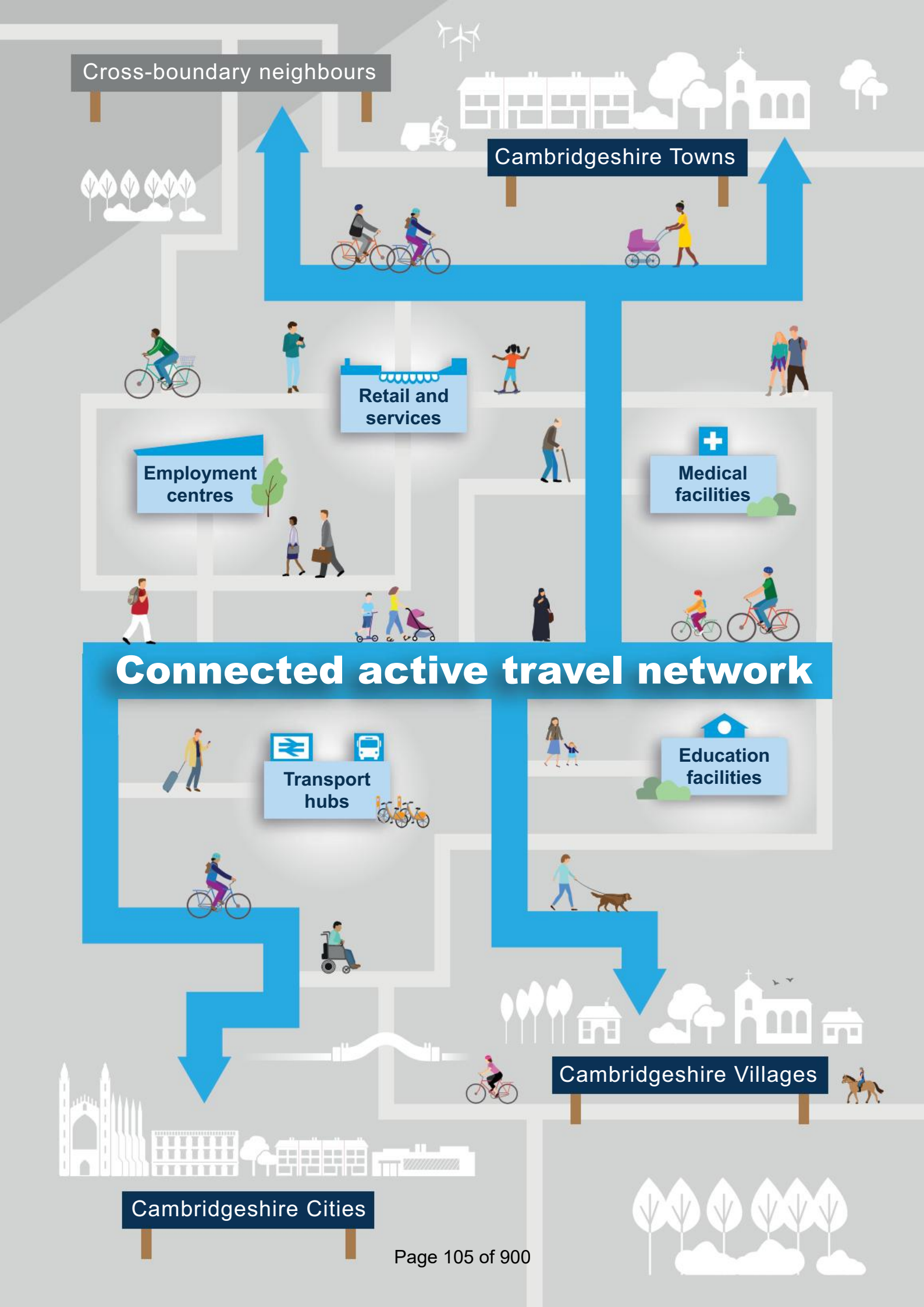
Policy AT16: Our vision for a connected active travel network across Cambridgeshire

Alongside enhancing our existing network of walking and cycling routes, future infrastructure provision needs to be well connected to the existing and proposed network and to key services and facilities and integrated into the wider transport network, particularly public transport hubs and across neighbouring boundaries. This will help achieve 20-minute neighbourhoods as proposed in the Local Transport and Connectivity Plan.

This high level connected active travel network (see Figure 11), will provide the basis for a detailed active travel network, as set out in the 'Delivery' section of this Strategy. It will be aligned with the objectives of existing or emerging transport strategies.

Linked to objectives 1 2

Figure 11 (overleaf): Cambridgeshire's high level connected active travel network vision


Cross-boundary neighbours
Cambridgeshire Towns
Retail and services
Employment centres
Medical facilities
Connected active travel network
Transport hubs
Education facilities
Cambridgeshire Villages
Cambridgeshire Cities

Policy AT17: 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, train stations and bus stops, including facilities for cycle hire and parking will be essential to create a joined-up sustainable transport network. We will work with key partners and stakeholders, such as CPCA, district councils, Network Rail, bus and train operators and community rail partnerships to achieve this. Routes, including junctions and crossings, 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.

Linked to objectives 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 includes people who use pushchairs and push scooters. Walking is an easy, convenient and free mode of travel. It offers a viable and healthy alternative for short local journeys that are currently made by private car, as well as part of a longer journey if walking to a train station or bus stop.

The 10 Healthy Streets[27] indicators provide a framework for the active travel network (refer to policy AT12), particularly with regard to walking. 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 comfortable pavement widths.
- safe pedestrian crossings appropriate for the location, which should follow desire lines
- seating, lighting, shade and wayfinding.

All new development 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 essential on busier and faster roads, as set out in design guidance. Segregation will attract new and inexperienced cyclists, offer a viable travel option in more rural areas, and make it safe for all, including children.

Therefore, in the provision of new cycle infrastructure 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 1/2026, and other existing and future standards e.g. Manual for Streets, Healthy Streets, etc.

It is recognised, however, that where highway space is limited, private land acquisition not possible or there are environmental constraints, compromises may need to be made. Where full compliance with LTN 1/20[26] is not possible, this will need to be justified and a best alternative design that provides the optimum solution to still achieve coherent, direct, safe, comfortable and attractive provision, within the constraints of land and budget, will be sought in collaboration with partners and local communities.

Urban areas

Urban areas across Cambridgeshire include the cities of Cambridge and Ely, towns and larger villages where footfall and travel demand is higher due to higher population density and presence of local services. 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 a private car.

The number and/or size of new development in urban areas often leads to 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 will need to be fully realised to maximise the opportunities to deliver active travel infrastructure in urban areas across the county.

Policy AT18: 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, convenient, direct 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 a 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/cycle/pedestrian-only through routes as well as traffic calming infrastructure
- widening existing or providing new shared use paths across green spaces where needed or physically segregating people walking and cycling where usage creates conflict and providing new off-road routes

which link key destinations. This would need to be balanced against environmental considerations

- removing or designing out the need for physical barriers to ensure routes are accessible and comfortable for all, including users of adapted cycles and cargo bikes.

All new development planning applications should refer to the Active Travel Toolkit for New Developments once adopted (refer to Action Plan 02). Local and stakeholder consultation at a very early stage will also be essential.

Linked to objectives 1 2

Policy AT19: 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 cities of Cambridge and Ely, 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:

- improving existing paths where needed and identify and develop new footpaths or shared paths, for example across open spaces, in order to link key destinations. This would need to be balanced against environmental considerations
- removal of barriers, for example, designing out pavement parking and other anti-social parking and targeting enforcement; ensuring use of A boards and dockless scooter and bike parking does not cause an obstruction

to people walking or wheeling, and that infrastructure such as gates and bollards does not create barriers to those in wheelchairs, adapted cycles or mobility scooters

- updating light-controlled 'legacy' crossings with new control systems that improve the responsiveness to pedestrians crossing, or consider replacement with zebra crossings
- designing side roads and private accesses to promote low speeds and pedestrian priority.

Linked to objectives 1 2

Rural areas

Rural areas across Cambridgeshire include villages and rural settlements, as well as the rural landscape and rights of way network linking our cities, towns and villages. Many parts of Cambridgeshire, outside the City of Cambridge, are more rural in character with vast areas of countryside between towns and villages. People living in rural areas generally travel greater distances to access services than their urban counterparts. Public transport provision is currently generally poor, primarily due to the lack of commercial viability of longer rural routes. 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 can improve social mobility and equality of access to services for those people. There are many journeys for which active travel would be a valuable alternative if improved or new infrastructure and supporting initiatives were in place. Walking and cycling are often the primary mode for the first and last mile of longer journeys made by public transport, so ease of transition between modes is also important at transport hubs and at bus stops.

Challenges for expanding active travel in rural areas vary across the districts, and area-specific approaches to rural connectivity, including by public transport, are outlined within each District-based Transport Strategy. Investment in active travel infrastructure in the more rural parts of Cambridgeshire has been limited, primarily due to lower population density and higher cost of schemes due to longer distances. Even so, there is an identified need for investment in rural connectivity, supported by many local communities as highlighted through the LCWIP consultation. The County Council will work with key partners to continue to identify active travel schemes in rural areas and seek funding opportunities as they arise.

Rural areas have a rights of way network that is primarily used for recreation and leisure pursuits such as by ramblers, horse riders, dog walkers and runners. Existing users of these networks enjoy these routes for their natural character, and improvements are guided by the Cambridgeshire Rights of Way Improvement Plan. In the development of active travel schemes in rural areas, this Strategy recognises the importance of retaining the character of existing public rights of way with minimal impact on existing users, and identifying improvements where opportunities exist. The Cambridgeshire Active Travel Design Guide provides information and resources for the planning and design of

schemes in rural areas to ensure an appropriate balance between existing users and active travel improvements is achieved.

Policy AT20: Cycling and walking in rural areas

In rural areas, the priority will be to provide new or improved connections to key services in towns and villages, employment centres, transport hubs and places of education which are within walking or cycling distance. Around Greater Cambridge, priority will be to improve links from outlying villages to places of education, transport hubs and connections between and to the Greenways.

The focus will be on providing routes segregated from traffic or modal filters to reduce traffic volumes where appropriate alternative routes exist. Where highway space is insufficient for segregation private land will be sought along field edges.

The public rights of way network is particularly important in rural areas and often provides a much used and needed missing link in the transport network. Where the rights of way network is impacted by proposed active travel schemes, there will be early engagement with local communities and user groups to develop schemes which considers the needs of all users according to the Cambridgeshire Active Travel Design Guide (refer to Action Plan 11) and the Cambridgeshire Rights of Way Improvement Plan.

Linked to objectives 1 2

Policy AT21: 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 local planning authorities to input into Local Plans and the planning process. We will work with developers through pre-application discussions and the Transport Assessment process to ensure the delivery of high-quality provision for active travel.

The Council expects active travel to be a priority in all new developments, and that cycling and walking are considered at the outset of design so it is embedded in the overall transport approach. For all new developments:

- Any new cycle infrastructure should accord with LTN 1/20[26]
- All new streets should be scored according to the Healthy Streets Design Check[27]
- Development must be guided by the Active Travel Toolkit for New Developments (see Action Plan 02): A toolkit to enable active and healthier new communities and towns by embedding an active travel culture from when the first occupant moves in.
- Engage with local stakeholders from the outset of the process to understand local issues and provide agreed acceptable solutions.
- Work with the district councils, as planning authorities, to ensure the protection of identified future active travel routes.

Linked to objectives 1 2 3 5

Policy AT22: Supporting active travel infrastructure provision as part of new transport schemes and within developments

Infrastructure that supports active travel routes is essential to providing a comprehensive network. Sufficient lighting, benches, clear signage and secure and accessible cycle parking for standard and adapted cycles can all help to get more people cycling and walking and must be considered as part of all new schemes and developments.

The principles set out in Policy AT11 should be applied to all new transport schemes and new developments. The Active Travel Toolkit for New Developments requires supporting active travel infrastructure to be considered and delivered early in the planning and construction phases of new developments.

The County Council will work with district authorities to ensure suitable cycle parking standards are included in Local Plans and expects other supporting infrastructure to be considered and provided alongside any new development or transport scheme that will improve or support active travel provision. Developments and schemes should consider all active travel routes as well as links to transport hubs, e.g. bus and train stations and bus stops, to ensure ease of connection to public transport.

Linked to objectives 1 2

Policy AT23: 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 reduces the potential conflict of road users.

The County Council supports the reallocation of road space in favour of cycling and/or walking as an essential measure used to achieve its transport objectives, although new schemes must be considered on a case-by-case basis. 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
- Dutch-style infrastructure.

The Greater Cambridge Partnership has consulted on the proposal for a Cambridge Road Classification review which will look at how different roads across the city are used and propose how they could work differently in the future. If developed, it could achieve major change to the way that traffic and people use roads and streets to move around the city. Space on the roads could be freed up for more frequent and reliable public transport, as well as creating a safer and more attractive environment for people walking, cycling or using other methods of active travel. The Council will consider similar reviews in other areas of the county.

Linked to objectives 1 2

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, 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.

Whilst some people already walk or cycle for work, exercise or leisure, as well as for some of their day-to-day trips, encouraging more people to make their local journeys by active travel modes will be essential to achieve the objectives of this Strategy.

This Strategy includes all modes of active 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 Fenland[36] 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 ways to encourage more people to make more journeys by foot or cycle will need to be diverse.

Policy AT24: Active journeys to schools

The school run is a known major trip generator at peak times during the school week due to the high numbers of families who travel to school by car. These everyday journeys add congestion to local road networks, as well as noise and air pollution. They can often create safety issues due to ill-considered parking and manoeuvres at a time where there are higher volumes of people using the road network, especially children walking, cycling or scooting along pathways.

It is a key focus of the Strategy to enable more journeys to school by active modes to address these issues, as well as establish an active travel culture amongst the next generation, and the physical and mental health benefits this will have on society over time.

To achieve this, we will need to build on the work achieved by Cambridgeshire's Road Safety Education team, and work collaboratively with wider partners such as Public Health with schools and their families to explore ways to increase the number of journeys made by active modes. The success of existing School Streets schemes could be publicised to schools across the county to expand these further, and work closely with school communities to understand where opportunities for improvements would help them make a change.

Linked to objectives 1 2 3 5

Policy AT25: Active journeys to work

> Driving alone to work which is less than 5 miles from home should be avoided as it causes unnecessary congestion on our roads, a negative impact on the health of pedestrians and cyclists, and an impact on the environment. We will work closely with employers by encouraging active travel, such as walking and cycling, for short journeys made by employees living within a 2-mile radius of work. Electric bikes provide another option

for those employees living within a 2–5-mile radius of work. This is a great way to stay active, save money on fuel and avoid traffic congestion.

- Provide changing facilities, showers and lockers for cyclists. We will encourage employers to provide conveniently located, covered and secure cycle parking for their staff and cycle parking near the front entrance for visitors.
- Promote local cycle repair shops and bike and e-scooter hire.
- Promote national bike events such as Bike to Work Week and Love to Ride to encourage employees to cycle as part of their exercise.

Linked to objectives 1 2 3 5

Policy AT26: Promoting active travel

We will promote existing and new walking and cycling routes to commuters, residents and visitors, in particular encouraging more parents and children to walk, cycle or scoot to school. Opportunities to successfully encourage behaviour change exist at times of transition in people's lives, in particular when they move house.

We will seek to improve the availability, type and quality of information on sustainable modes, such as with signage and mapping. All promotional materials will ensure the health, carbon and air quality benefits of active travel are emphasised. We will work with key partners and stakeholders, such as CPCA, District Councils, Network Rail, bus and train operators and community rail partnerships to achieve this.

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 Work Day, In Town Without My Car Day and more localised events aimed at commuters, residents and visitors.

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

We will promote new infrastructure to the local community as schemes are delivered.

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.

Targeted activities in areas where improvements to active travel have been made 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.

Linked to objectives 1 3 5

Policy AT27: 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[37] (formerly Travel for Cambridgeshire) is a not-for-profit commercial enterprise working with employers, residential developers 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 and public transport use.

New planning applications will be required to submit a travel plan in line with National Planning Policy Guidance and work with the Council's Transport Assessment team. Developers are responsible for funding the promotion of active travel within, to and from their development.

Cambridgeshire's Road Safety Team are part of the Modeshift STARS[38] 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 wellbeing of children and young people.

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 STARS. For example, All Saints Interchurch Academy, March and Barnabas Oley C of E 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 (pictured below).

Linked to objectives 1 2 3 5

Policy AT28: 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, as well as educate people on the many benefits, especially to their health. Bikeability[39] training in primary schools is a well-established programme and has already helped many children to become confident cyclists and can help 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 (refer to Action Plan 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 will give people the confidence to cycle for longer trips, and to continue cycling over their lifetime.

Linked to objectives 1 5

Policy AT29: Active travel modes and new technologies

Our policies support the promotion and roll-out of known and unknown innovative technologies that support the vision and objectives of this Strategy, such as e-bikes and cargo bikes, which will allow new groups of people, including families, to cycle and travel longer distances by bike. Adapted cycles, including electric-assisted, can also introduce cycling to people who would otherwise not be able to travel by that mode and loan schemes could promote this.

The County Council will support trials of new technology such as e-scooters in 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 cycle, and e-cycle sharing opportunities across the county and will work with providers to find sustainable ways of offering bike share to different communities. The barriers or challenges of uptake should be considered, such as vandalism and theft, location and accessibility, technology required and awareness.

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 (refer to Action Plan 14).

Linked to objectives 1 2 3 5

Policy AT30: 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 cargo bikes (as well as electric vans/trucks) for the first and last mile.

Linked to objectives 1 2 3 5

Delivery

To ensure change is achieved, actions need to happen. The delivery of the Strategy will be determined through the high level short-term actions and detailed action plan being implemented.

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 are written to ensure active travel is embedded into all our transport and planning processes and decision making. The County Council and its key partners will put active travel at the heart of decision making and encourage active travel, but essentially, people play the biggest part by making different travel choices.

Nonetheless, implementing active travel improvements and new schemes will play a significant part in delivering change across Cambridgeshire. The Cambridgeshire vision for a connected active travel network expands on the first Cambridgeshire Local Cycling and Walking Infrastructure Plan[2] (LCWIP) and presents a wider connected active travel network across Cambridgeshire. This will inform an expanded Cambridgeshire LCWIP setting out active travel schemes across the county. As each scheme is developed we will work collaboratively with key stakeholders and local communities from an early stage.

The key stages of delivering the Strategy and its schemes are:

Stage 1: Adoption of Strategy.

Stage 2: Prioritisation of schemes identified in the Cambridgeshire vision for a connected active travel network and added to an expanded Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP). Refer to ATAP 01.

Stage 3: Embedding the principles of the Strategy into everyday processes, progressing actions and working with officers, members, partners, stakeholders and communities as required to ensure the Strategy is adhered to and change is achieved.

Stage 4: Pipeline development:

a) Studies to be undertaken as funding opportunities are secured.

b) Feasibility work on identified schemes within the LCWIP to be undertaken as funding opportunities are secured – to come forward according to prioritisation or specific funding criteria.

c) Construction of schemes to be delivered as funding opportunities are secured – to come forward according to prioritisation, specific funding criteria or through new developments.

Stage 5: Monitoring and review of the Strategy 'Statement of Actions' and LCWIP on an annual basis

A key challenge of the Strategy is to be ambitious whilst ensuring it is achievable within the funding opportunities available. It is important that the need and aspiration for change is reflected, and that it provides a strong basis to secure 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 modes.

Funding opportunities will be sought to deliver the actions set out in this Strategy and the Cambridgeshire vision for a connected active travel network through the Cambridgeshire LCWIP. Such opportunities include:

- funding bids to central government e.g. Active Travel England
- funding bids to CPCA
- funded and delivered by Cambridgeshire County Council, e.g. through LTP Integrated Transport Block (ITB) funding
- funding and delivery by partner organisations, e.g. GCP, district councils
- funding and delivery by developers
- financial contributions from developers through CIL or Section 106
- funding and delivery 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.

Monitoring and evaluation

Regular monitoring and evaluation is essential to the success of this Strategy. It will help us understand what aspects are working well and what aspects are not and need review. It will allow us to track progress and ensure we are going the right way towards achieving our vision.

The County Council collects a range of data related to transport and traffic. The Cambridgeshire Traffic Monitoring Report[40] is published annually informed by data collected in the Spring and Autumn each year. Data is collected on the number of pedestrians and pedal cycles, as well as other modes of transport, entering and leaving the towns. As the monitoring happens annually trends over time can be seen.

Cambridgeshire's Active Travel Strategy is a child document of the emerging Cambridgeshire and Peterborough Combined Authority's (CPCA) Local Transport and Connectivity Plan (LTCP). The LTCP sets the overarching transport direction for the area, therefore, to reduce duplication a joint approach with the CPCA in the monitoring and evaluation of active travel is proposed and will be developed as part of the LTCP.

The actions and prioritisation of schemes and studies from Cambridgeshire's Active Travel Strategy and LCWIP will be reviewed on an annual basis and brought back to the Council's Highways and Transport Committee as part of the annual budget setting process. This will involve consultation on the prioritisation with the Transport Strategy Member Steering Groups for each district.

High-level action plan and strategic studies

This section outlines several actions and studies to support the vision and objectives of the Strategy.

The short-term actions have been identified through the development of the Strategy and are needed to create sound foundations to build upon, focusing on developing robust policies and internal processes as well as establishing better collaborative working with partners, stakeholders and communities. They are considered low-cost improvements that can be delivered in the short to medium term.

To support the continued evolution of the Cambridgeshire vision of a connected active travel network, further work must take place to identify new ideas, solutions and schemes. Potential future studies and/or initiatives have been identified to be developed as opportunities and funding arise to further expand and improve the proposed active travel network. Such further work will identify additional location-specific schemes and wider interventions such as behaviour change initiatives that will support the delivery of the Active Travel Strategy across Cambridgeshire.

High-level action plan

Action ref	Action	Responsibility	Timescale	Cost
ATAP 01	Develop a prioritised action plan of studies and schemes. Schemes to be included as an expanded Cambridgeshire Local Cycling and Walking Infrastructure Plan.	CCC Transport Strategy team	By end of 2023	Low
ATAP 02	Finalise an Active Travel Toolkit for new developments to be endorsed by all authorities.	Various CCC teams, District Councils	<1 year	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
ATAP 04	Explore different funding models for maintenance 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	2–3 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.	Various CCC teams 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[41],or alternative digital platform. Regular update of cycle maps to be provided online and printed. Identify internal resource to distribute maps to key locations as needed and seek funding for updating and printing.	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
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

Action ref	Action	Responsibility	Timescale	Cost
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 Active Travel Design Guide to address the overlap and balance required between the potential pressures and conflict of usage when providing for Active Travel whilst maintaining existing networks of public rights of way for 'non-motorised users' (NMUs).	CCC Project Delivery team	<1 year	Low
ATAP 12	Develop robust internal processes that ensure active travel and all NMUs are 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, relevant teams and stakeholders, as appropriate.	Various CCC and District/City Planning teams	<1 year	Low
ATAP 13	Review internal processes that improve the outcomes of schemes derived from developer negotiations, ensuring schemes are the optimum solution in terms of active travel, considers all NMUs and are deliverable, e.g. through early assessment of the risks associated with schemes. Detailed scheme designs should be consulted on internally, and with stakeholders if appropriate.	Various CCC and District/City Planning teams	<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 / CPCA	1–2 years	Low

Strategic studies

Study	Responsibility	Timescale	Cost
Individual NMU studies of towns and surrounding areas to identify missing links, additional opportunities and barriers to the active travel network in line with the Active Travel Strategy. A focus on journeys to schools, town centre facilities, transport hubs and places of healthcare and employment, ensuring cross-boundary journeys, safety, accessibility and inclusivity are also considered.	CCC / CPCA	Short – medium term	Medium
Identify opportunities for new cycle parking or improvements to existing cycle parking in line with the Active Travel Strategy.	Districts / CCC	Short – medium term	Low – medium
Study to identify wayfinding improvements needed to support take-up of active travel journeys and improve user experience. Studies to be considered by location or by scheme priority basis, e.g. LCWIP routes.	CCC	Short – medium term	Low – medium
Study to consider creation of low traffic neighbourhoods, bus/cycle/pedestrian-only through routes and/or traffic calming infrastructure. In conjunction with the district council.	Districts / CCC	Short – medium term	Medium
Extend the approach taken by the GCP Road Classification Review of the City of Cambridge to urban areas across the county.	CCC / CPCA	Medium – long term	Medium – high
Study of old railway networks across Cambridgeshire to consider their use for possible active travel routes – noting suitability and possible safeguarding as longer distance, strategic active travel routes.	CCC / CPCA	Short – medium term	Medium
Study of water networks across Cambridgeshire to consider their use for possible active travel routes – noting suitability and possible improvements creating longer distance, strategic active travel routes.	CCC / CPCA	Short – medium term	Medium
Study to consider if there is a case for development of a longer-term, strategic, county-wide active travel network linking to neighbouring authorities.	CCC / CPCA	Medium – long term	High
Audit of core walking zones as identified in the LCWIP to assess them against the Healthy Streets audit checklist and further develop measures for the LCWIP walking routes as well as other high footfall routes which may be identified.	CCC / CPCA	Short – medium term	Medium
Study of areas across the county looking at cases of pavement parking and identify measures to combat this behaviour where it is a barrier for people walking. Starting with Cambridge City, extending to other areas of the county in line with emerging new enforcement powers.	CCC / Districts	Short – medium term	Low – medium

Study	Responsibility	Timescale	Cost
Audit of existing routes and identified transport schemes to assess against LTN 1/20 compliance, identifying where non-compliance is a significant hinderance to active travel and where a compliant solution is possible.	CCC	Short – medium term	Medium
Work with partners who have identified active travel schemes and/or initiatives to put forward for funding and delivery. For example, schemes identified through the Fenland Cycling, Walking and Mobility Aids Improvement Strategy and ECDC Cycling and Walking Routes Strategy.	Districts / CCC	Short – medium term	Medium
Explore new ways to promote existing and new active travel routes and encourage more people to use them, working with neighbouring authorities on cross-boundary journeys. Expanding on ATAP 07, ensuring people are aware of mapping tools that are available.	Districts / CCC / CPCA	Short – medium term	Low – medium
Explore new initiatives to encourage people to make changes to the way they travel, focusing on more active and sustainable options, e.g. bike/cargo bike loan scheme, bike maintenance classes. Working in partnership with key teams across the County Council and partners to identify opportunities working towards joint aims.	Districts / CCC / CPCA	Short – medium term	Low – medium
Work with district planning partners to identify, protect and fund future active travel routes.	Districts / CCC	Short – medium term	Low

Cambridgeshire vision of a connected active travel network

The following maps (Figures 12–16) illustrate the vision of a connected active travel network across Cambridgeshire that will support the delivery of the vision and objectives of Cambridgeshire's Active Travel Strategy.

The Cambridgeshire active travel network is set out on the maps below showing two categories of routes:

Tier 1: Tier 1 active travel routes have been identified through the Cambridgeshire Local Walking and Cycling Infrastructure Plan 2022 and form the priority routes of the proposed active travel network which include routes being delivered by the Greater Cambridge Partnership. These are represented by a green line on the Active Travel Network map for each district which also includes routes with identified funding, or which are being delivered through new developments.

Tier 2: Tier 2 includes additional active travel routes identified through a review of known routes (identified through previously adopted transport strategies) and new schemes (identified through stakeholder engagement and officer review) that will support the creation of a wider, connected active travel network across Cambridgeshire. This is represented by an orange line on the Active Travel Network map for each district and is an indication of the scheme rather than an exact alignment as there may be alternative options for some routes.

Tier 1 and Tier 2 routes will form the start of the high-level vision for a connected active travel network across Cambridgeshire, as illustrated in Policy AT16. The active travel network will evolve as studies are completed and scheme proposals are developed. It is envisaged that a prioritised list of Tier 2 routes will come under the umbrella of the LCWIP. Proposals will require resource and funding for feasibility work to develop a detailed scheme proposal and design before they are eligible for funding for delivery.

Please note the existing active travel network is shown to highlight the connectivity of the proposed routes.

The routes identified are indicative: options and feasibility will need to be assessed before specific schemes are determined and the alignment could change between destinations. The type of intervention will vary along the route corridor depending on constraints, opportunities and existing conditions and could take the form of anything from minor interventions such as dropped kerbs or wayfinding to segregated provision or reallocation of the carriageway.

The maps should be viewed in conjunction with the district-based transport strategies and relevant emerging action plans which sets out the wider transport vision and approach specific to each district in Cambridgeshire. These active travel network maps set the active travel network for each district strategy.

Cambridge City active travel network

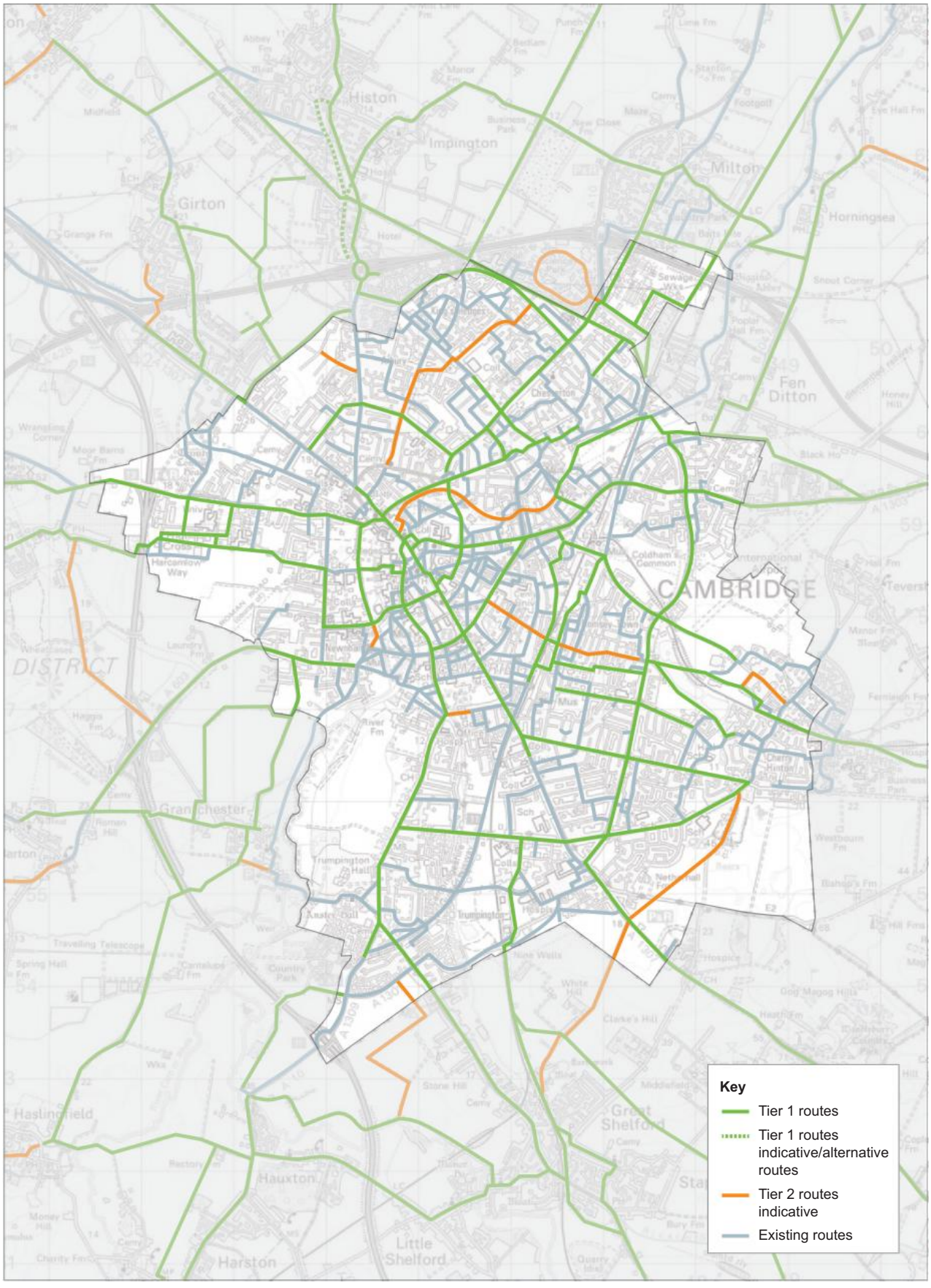


Figure 12: Cambridge City active travel network

South Cambridgeshire active travel network

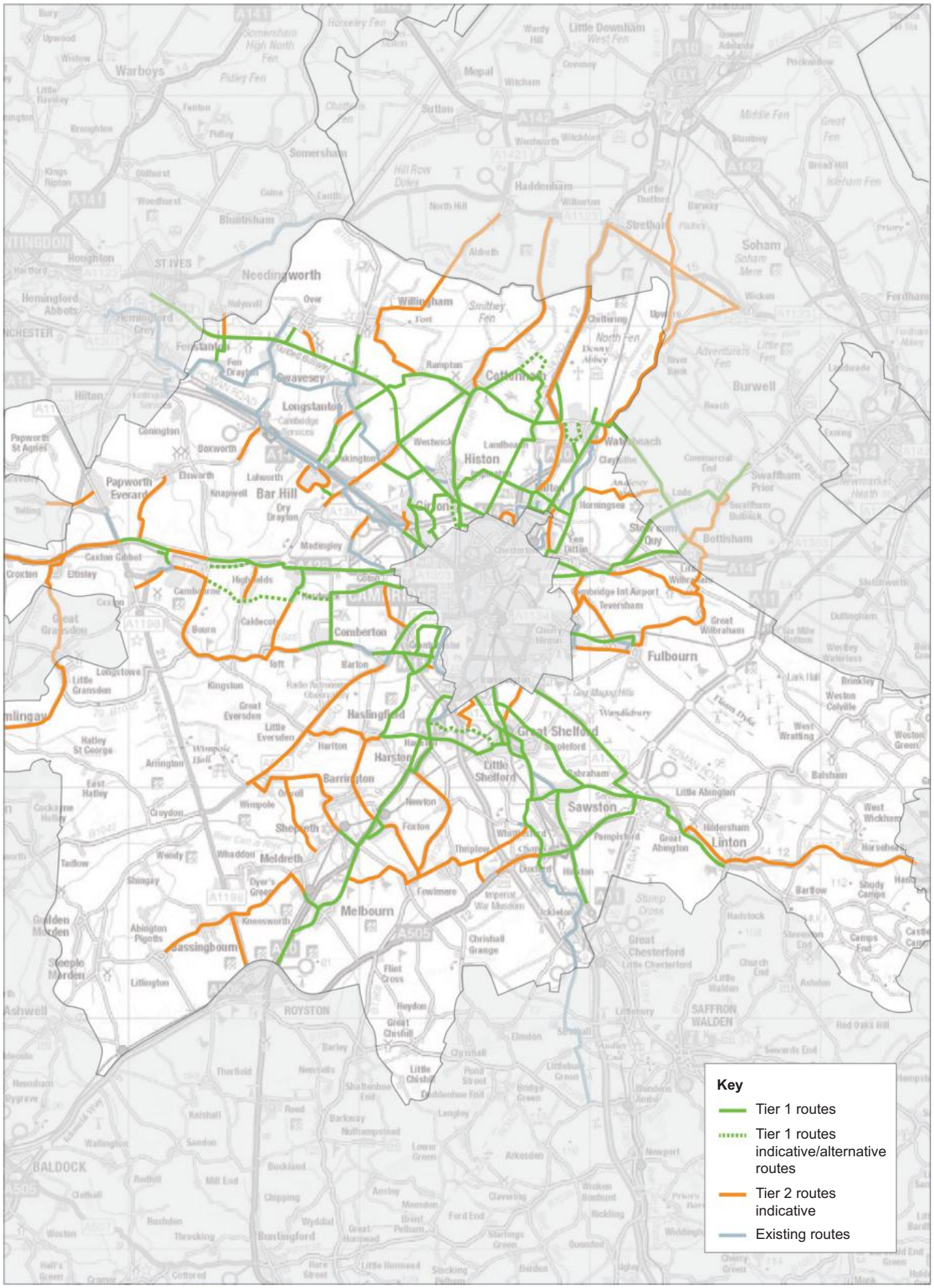


Figure 13: South Cambridgeshire active travel network

East Cambridgeshire active travel network

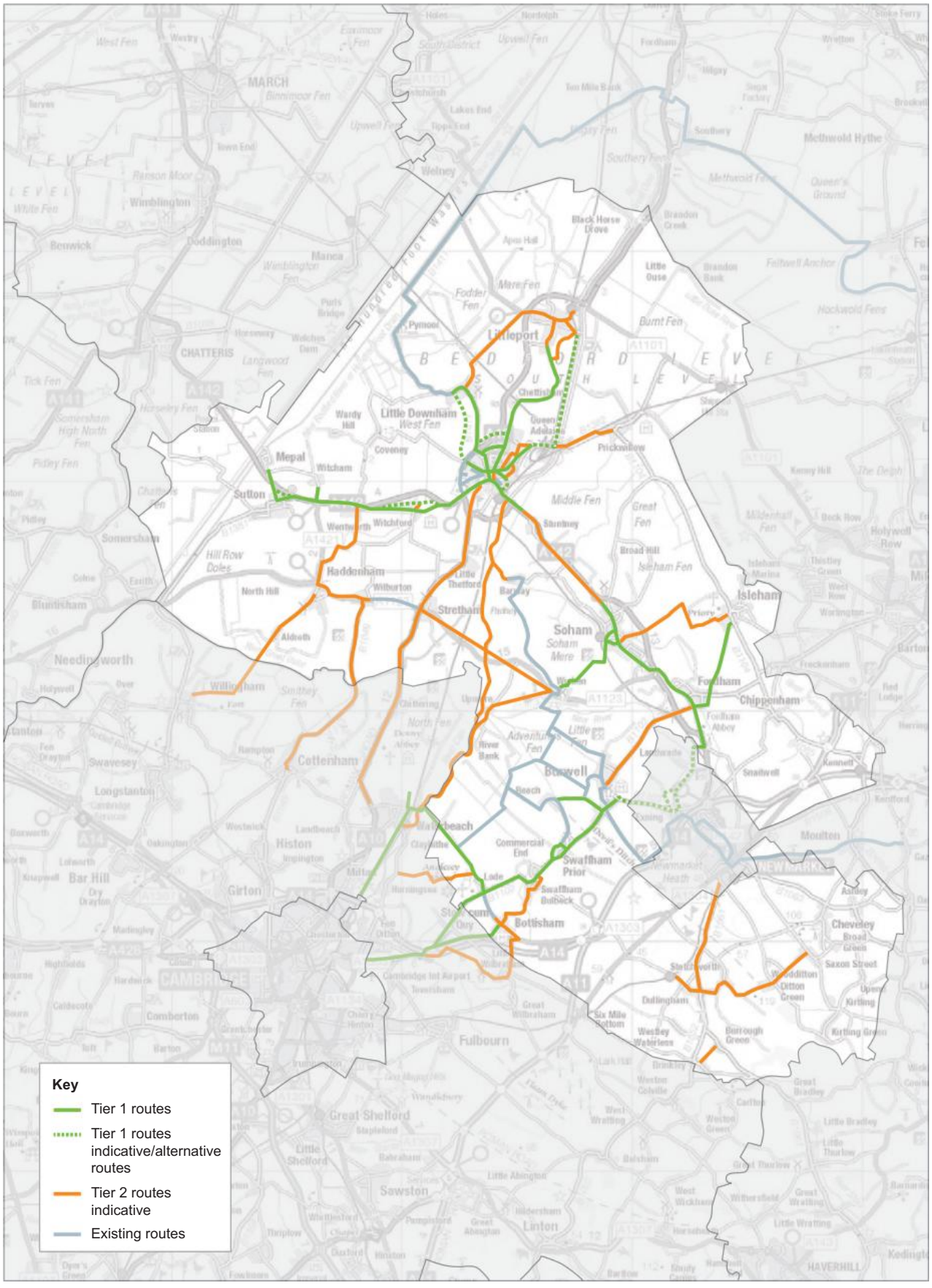


Figure 14: East Cambridgeshire active travel network

Fenland active travel network

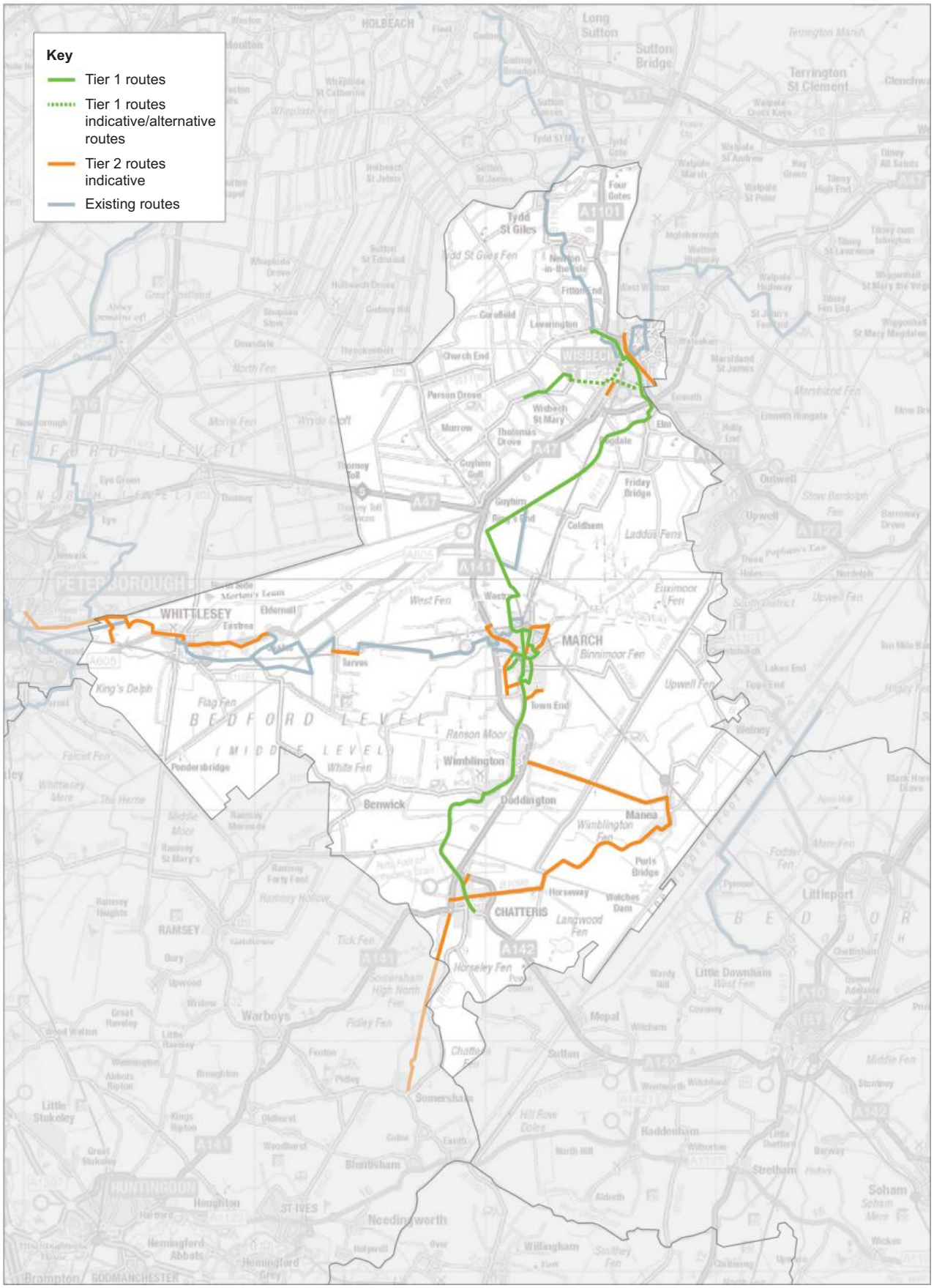


Figure 15: Fenland active travel network

Huntingdonshire active travel network

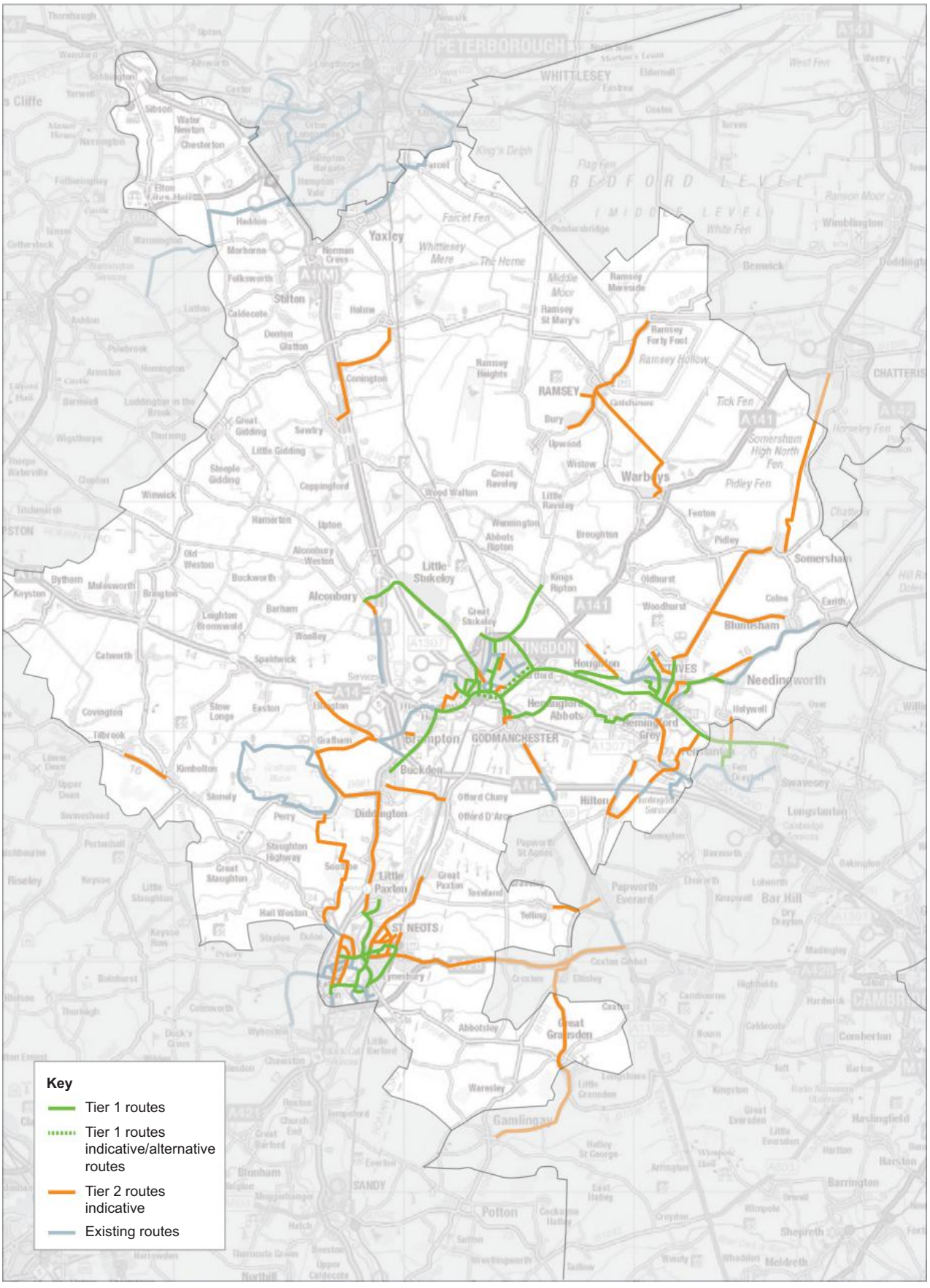
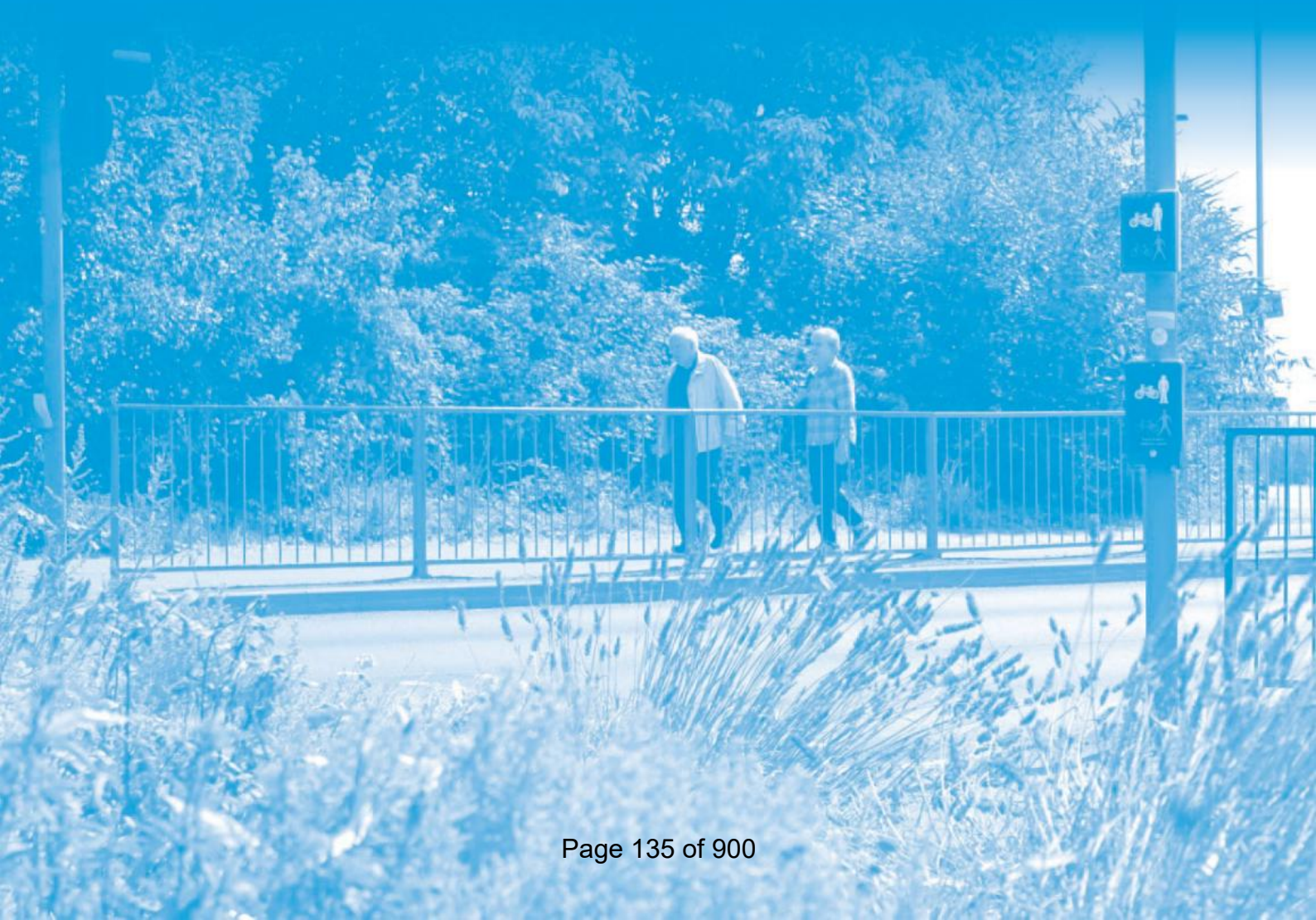


Figure 16: Huntingdonshire active travel network

Appendices



Appendix 1

Key supporting documents

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 2020[4] (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[1] (DfT)

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

Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure[30] (DfT)

A guide to best practice on access to pedestrian and transport infrastructure. It describes features that need to be considered in the provision of an inclusive environment and issues related to disabling barriers, the use of technology, maintenance, awareness of the needs of disabled people and engagement.

Cycle Infrastructure Design: Local Transport Note 1/20[26]

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

Draft Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan[6] (LTCP)

The LTCP is being revamped to recognise the changes which have happened locally and nationally affecting transport. This 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 the 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[42] (non-statutory): Towards a Sustainable Growth Strategy to 2050

Phase 1 of the Framework defines the CPCA's immediate priorities for sustainable growth and includes wider actions being taken and will be taken 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 of all income levels and needs can afford, and promote future development in historically disadvantaged areas.

Cambridgeshire County Council (CCC) area-based transport strategies[19]

CCC have been working towards replacing existing Market Town Transport Strategies with area-based District 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 Rights of Way Improvement Plan[3] (2016)

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.

Cambridgeshire's Local Cycling and Walking Infrastructure Plan[2] (LCWIP)

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 LCWIPs means that they are unlikely to address issues in more rural areas, where lower levels of usage would be seen.

Greater Cambridge City Deal[9]

The Greater Cambridge Partnership is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £500 million over 15 years, to vital improvements in infrastructure, supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships.

The partnership of councils, business and academia will work together, and with partners and local communities, to

grow and share prosperity and improve quality of life for the people of Greater Cambridge, now and in the future. Current projects include four corridor improvement schemes, 12 Greenways, Active Travel Corridor projects (including Cycling Plus) and a significant City Access strategy which looks to free up capacity in the city center for Sustainable and Active modes of travel.

The vision of the Partnership is:

> *Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity.*

Greater Cambridge Partnership Future Investment Strategy: Active Travel Opportunities[8]

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, proposing a network of 'Greenways' out to neighbouring towns and villages.

Vision Zero Partnership: Towards 2030 – Making our roads safer for all[22] (2020)

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 severe/serious injuries in the Partnership area by 2040.

Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy[14] (2022)

This strategy sets out the shared ambitions of the NHS, local authorities and health and care organisations in Cambridgeshire and Peterborough for improving the health and wellbeing of the people who live and work here.The four key priorities are:

- ensure our children are ready to enter and exit education, prepared for the next phase of their lives
- create an environment that gives us the opportunity to be as healthy as we can be
- reduce poverty through better employment, skills and housing
- promote early intervention and prevention measures to improve mental health and wellbeing.

Cambridgeshire County Council's Climate Change and Environment Strategy 2022: Net Zero Cambridgeshire 2045[13]

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 focusing on and why.

Cambridgeshire Green Infrastructure Strategy[43] (2011)

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 wellbeing.

Cambridgeshire County Council Single Equality Strategy 2018-2022[32]

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 has produced a Local Plan that identifies the proposed growth in their 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 Aid Improvement Strategy 2022[44]

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 train or bus stations for longer distance multimodal journeys.

East Cambridgeshire Cycling and Walking Routes Strategy[45]

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, healthcare, 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.

Neighbourhood Plans

Neighbourhood Plans allow communities to decide the future of the places where they live by adding more detail to the policies set by the local authorities and proposing transport schemes.

Appendix 2

References

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3 Cambridgeshire Rights of Way Improvement Plan – https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/rights-of-way-improvement-plan

4 Gear Change 2020 – https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

5 Cambridgeshire and Peterborough Devolution Deal – https://www.gov.uk/government/publications/cambridgeshire-and-peterborough-devolution-deal

6 Cambridgeshire and Peterborough Local Transport and Connectivity Plan – https://yourltcp.co.uk/what-is-the-ltcp/

7 England's Economic Heartland – https://www.englandseconomicheartland.com/

8 Greater Cambridge Partnership – https://www.greatercambridge.org.uk/

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15 Joint Strategic Needs Assessment (JSNA) – https://cambridgeshireinsight.org.uk/jsna/

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17 Cambridge City Air Quality Action Plan 2018–2023 – https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf

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26 Cycle Infrastructure Design LTN/120 – https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

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30 Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure – https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

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35 Traffic Management Act 2004 Part 6 – https://www.legislation.gov.uk/ukpga/2004/18/part/6

36 Fenland Cycling, Walking and Mobility Aid Improvement Strategy 2021 – https://fenland.gov.uk/article/15715/Fenland-Cycling-Walking-and-Mobility-Improvement-strategy

37 Smart Journeys – https://smartjourneys.co.uk/

38 Modeshift STARS – https://modeshiftstars.org/

39 Bikeability – https://www.bikeability.org.uk/

40 Cambridgeshire Annual Traffic Monitoring Report – https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-traffic-data

41 MyCambridgeshire Maps – https://maps.cambridgeshire.gov.uk/mycambs.aspx

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45 East Cambridgeshire Cycling and Walking Routes Strategy – https://www.eastcambs.gov.uk/community/east-cambridgeshire-cycling-and-walking-routes-strategy


MAIN STREET

Appendix 2

DRAFT ACTIVE TRAVEL TOOLKIT FOR NEW DEVELOPMENTS

A Toolkit to Enable Active and Healthier New Communities and Towns

March 2023 – DRAFT

Purpose

The purpose of the Active Travel Toolkit for New Developments (referred to as the 'Toolkit') is to allow the effective assessment of walking and cycling provision for all scales of new development in Cambridgeshire. The Toolkit acts as a guide to ensure active travel is being considered for all new developments in line with the bold central government decarbonisation agenda prioritising improvements in sustainable travel, including the vision set in Gear Change (2020) for England to be a great walking and cycling nation. It will help support achieving Cambridgeshire's Active Travel Strategy by embracing active travel in all transport policies, projects, investment and development in Cambridgeshire. It seeks to make it clear to developers, policy makers, planners, transport engineers, and others what is expected to be done at each stage of the planning process to achieve these aims and must be used alongside national and local transport policy, Local Plans and Supplementary Planning Documents (SPDs), and technical guidance such as LTN 1/20. The Toolkit does not set a higher level of expectation than set in these policies, plans and guides but will be a valuable tool to assess how new developments are applying these into their proposal.

The Toolkit has been developed with help from the Local Government Association and The Design Council as part of an initiative to share good knowledge across all Local Authorities. It has been collaboratively designed to assist the relevant Local Planning Authority officers, in consultation with the Highway Authority (Cambridgeshire County Council), at each stage of the planning process and clearly sets out the expectation of developers through this process. This is to achieve the aim of enabling the timely delivery of high-quality and inclusive active travel infrastructure to optimise uptake of more active forms of travel for new residents when they move into their new home. Research has shown that when people move to new locations, they will reassess their means of travel if the necessary infrastructure to give them new choices is ready. This in turn can lead to positive behaviour change and adoption of more active forms of travel.

The scope of this Toolkit is focussed on measures that will support and encourage uptake of active modes of travel from the first inhabitants of a new development, including the connections needed for onward travel by bus for longer sustainable journeys. It is recommended that the Toolkit is considered for all scales of new development, but the focus is on larger developments. An appropriate level of proportionality of design measures according to scale of development will be expected to be applied.

Using the Toolkit

‘New developments’ as referred to in this Toolkit relates to both residential and commercial developments.

Completion of the Toolkit will be required for applications that meet the following minimum thresholds:

- 150 residential units (dwellings);
- 7,500m2 commercial area; or
- The site having an area of 5 hectares or more.

These thresholds are in line with the thresholds set by Active Travel England (ATE) for planning applications they will need to be consulted on.

A completed copy of the response to the Toolkit in Appendix 1 will need to be submitted alongside the Transport Assessment or as part of the Design and Access Statement process. Where a ‘key consideration’ has not been applied, if justification of this is not accepted by the Highway or Planning Authority, it may be used as a reason for objection/refusal.

For developments smaller than this it is advised that developers still consider the Key Considerations and Expectations set out in the Toolkit, alongside Cambridgeshire’s Active Travel Strategy and relevant technical guidance to ensure active travel provision is considered at the early stage of design.

The level of application of the Toolkit will be dependent on scale and type of development, as well as location. It states the minimum expectations to be considered and how these can be incorporated into design and the planning process, but how it is applied will be dependent on an individual application basis. Any measures requested in a S106 or condition would be requested as part of a wider consideration of the Transport Assessment. The Local Planning Authority, in consultation with the Local Highway Authority where applicable, will determine if the appropriate level of consideration of the Toolkit has been applied, or if further consideration or evidence is required.

Policy Context

This Toolkit is in line with the wider national, regional, county and district transport and planning policy which aims to decrease car dependency through quality provision of active travel infrastructure. By enabling and encouraging more journeys to be made by foot or cycle, we can improve air quality, meet our targets to become carbon neutral and help make our communities safer, healthier places to live and work. The relevant transport and planning policies that should be considered alongside this Toolkit are listed below:

Central government

- Gear Change: A Bold Vision for Cycling and Walking 2020
- Decarbonising Transport: A Better Greener Britain 2021
- Local Transport Note 1/20: Cycle Infrastructure Design 2020
- Cycling and Walking Investment Strategy 2017 (2022 update)
- Manual for Streets 1 & 2

Regional Government: England's Economic Heartland

- EEH Regional Transport Strategy
- EEH Active Travel Strategy (emerging)

Cambridgeshire and Peterborough Combined Authority

- Cambridgeshire and Peterborough Local Transport Plan 2020
- Cambridgeshire and Peterborough Local Transport and Connectivity Plan (draft)
- Independent Commission on Climate
- Non-Statutory Strategic Spatial Framework

Cambridgeshire County Council

- Cambridgeshire Active Travel Strategy 2023
- Cambridgeshire Active Travel Design Guide (emerging; due 2023)
- Cambridgeshire Rights of Way Improvement Plan 2006 (2016 update)
- Cambridgeshire Local Walking and Cycling Infrastructure Plan 2022
- Highway Development Management – General principles for development 2021 (update due 2023)
- District Transport Strategies
- Vision Zero Partnership: Towards 2030 – Making Our Roads Safer For All 2020
- Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy
- Cambridgeshire County Council's Climate Change and Environment Strategy 2022: Net Zero Cambridgeshire 2045
- Cambridgeshire Green Infrastructure Strategy 2011
- Cambridgeshire County Council Single Equality Strategy 2018-2022

Greater Cambridge Partnership: Delivering the Greater Cambridge City Deal

- Greater Cambridge Partnership's (GCP) Future Investment Strategy (FIS)

Local Planning Authority:

- District Local Plans
- District SPDs
- Neighbourhood Plans

Components

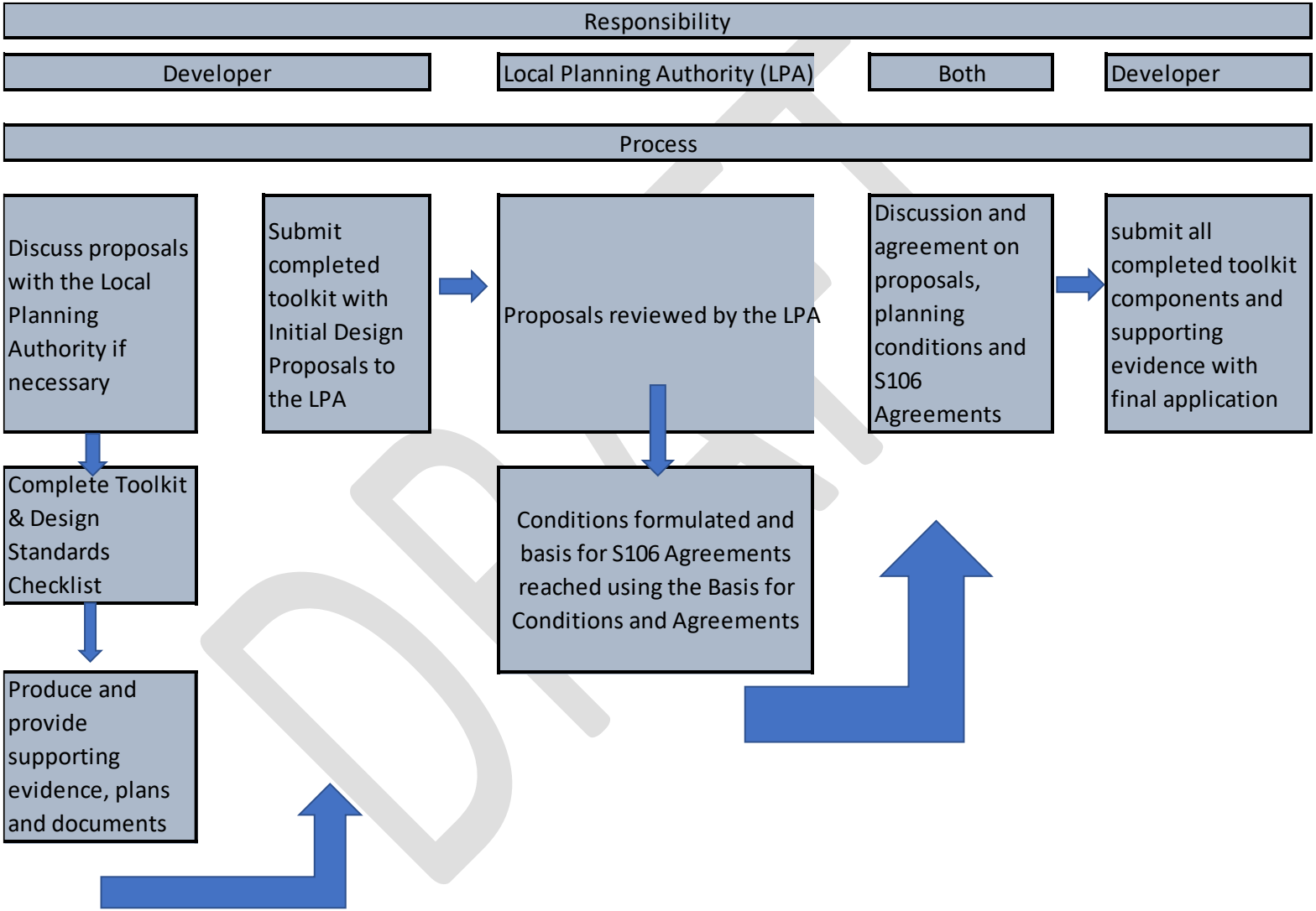
For ease of use, the Toolkit is made up of a simple checklist to enable users to quickly identify issues, describe how they will be addressed and at what stage of the planning process i.e. through conditions, reserved matters or design code phases.

1. Table 1: Cambridgeshire New Development Design Checklist Guidance – Developers will be expected to demonstrate that their proposals satisfy the requirements of this Guide by assessing their proposals against the expected provision which are brought together under the Checklist. These relate to each specific stage of the application.

2. Appendix 1: Cambridgeshire New Development Design Checklist – to be completed and returned to Local Planning Authority with planning application.

3. Appendix 2: Examples and References – to support the use of the Toolkit [*to be completed*].

The Process



Cambridgeshire New Development Design Checklist

Table 1 sets out the key considerations of the Toolkit and examples of evidence to be submitted to the Local Planning authority with any application. A blank version of the Checklist is provided in Appendix 1 to be completed and submitted. Where a key consideration has been reviewed by an applicant but decided further measures are not appropriate due to scale/type of development, a response of 'N/A' can be applied. The completed Toolkit will be assessed by the Local Planning Authority, and Local Highway Authority as appropriate, and returned to the applicant if it is felt an appropriate level of consideration has not been applied to the Toolkit.

For photographic examples of good (and poor) practice, and for local and national policy, please refer to Appendix 2.

To view identified active travel schemes that may relate to your proposal, please visit the MyCambridgeshire interactive map.

Table 1: Cambridgeshire New Development Design Checklist Guidance

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
1	Strategic Public Transport and active travel improvements are needed to connect new developments to existing destinations. The need for strategic links will be dependent on location and scale of the development.	**Strategic public transport and cycle improvements will be required for any new development where existing provision is below expected standard or non-existent.** 1. Provisions to upgrade pedestrian, cycle and public transport access to a development should be made to ensure that a development is sustainable, meets the NPPF and mitigates its impact on the surrounding highway network.	Policy, Outline	Engineering drawings of active travel routes and public transport route including bus stops, shelters.

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		2. There should be new or improved high quality active travel routes to the nearest significant destinations such as town or city centre, school, employment, local shops, leisure attractions and public transport hub that are within easy cycling distance (10km). 3. Infrastructure needs conditions and S106 triggers to ensure that the development is linked to when new infrastructure will be built. Development may need to be held back until infrastructure is in place under a monitor and manage strategy. 4. New infrastructure needs sufficient design and investigation to ensure that it is deliverable in practice.		
2	All new developments should be well connected in terms of active travel to the existing active travel network.	**There should be a seamless connection between the active travel network within a development and the existing network.** Where there are gaps or existing poor provision, developments should contribute to the provision of new or improved infrastructure.	Masterplan, Outline, Design Code, Parameter Plans and Reserved Matters	Details of offsite connections

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		New infrastructure needs sufficient design and investigation to ensure that it is deliverable in practice.		
3	To support longer journeys by sustainable travel, bus infrastructure in new developments needs early planning of routes, bus stops, shelters, and maintenance agreements, and ensure safe and convenient connections by active modes.	**There should be seamless connections for onward travel by sustainable modes by ensuring buses are able to serve new developments from the first occupant and can use primary roads, with supporting infrastructure such as bus stops with shelters, seating and cycle parking.** 1. Bus routes, stops and interchanges/hubs, should be planned at the outline stage. Should the development look to provide a new bus service or for an existing service to be diverted? Seek S106 at outline for a bus service if needed, in consultation with CPCA Public Transport team and bus operators. 2. Developments should be designed to allow buses to route through them whether along primary streets, or on	Outline, Design Code, Reserved Matters	Bus route, funding, stops, shelters, maintenance details

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		specific public transport corridors and routes. 3. Where there are segregated cycle routes bus stops must be designed in accordance with LTN 1/20. 4. Bus stops should be located to ensure that new dwellings are within 400m of a bus stop and connected by high quality active travel provision. 5. Bus stops should be located in pairs and located at key destinations and be near to well designed, safe crossing places. 6. Bus stops should be well designed- good quality shelters, timetables / information, seating and cycle parking if needed. This should be included in detail in street layouts at reserved matters. Bus shelter maintenance should be detailed at outline stage and approval sought from the relevant Parish, Town or City Council.		

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
4	Active travel should be prioritised and encouraged through the design of the development.	1. Opportunities should be taken to include low traffic neighbourhoods and filtered permeability, which provides more direct and convenient routes for walking, cycling and public transport compared with the equivalent journey by car. This should be provided in the form of removable bollards where access for emergency vehicles remains, or camera enforcement where allowed and appropriate. 2. Street design should self enforce slow vehicle speeds of 20 mph. This should include regular speed control measures and tight radii at side road junctions as set out in Cambridgeshire's Highway Development Management General Principles of Development and Manual for Streets. 3. Developments should follow the principles of the 20 minute neighbourhood. 4. Any new development will be expected to apply Healthy Streets	Masterplan, policy, outline, Design Code, Parameter Plans and reserved matters.	

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		principles: Healthy Streets | Making streets healthy places for everyone. 5. Schools should be located close to attractive active travel routes in an easily accessible or central location for the whole development, and away from primary/high trafficked roads. School drop off/pick up should be less convenient by car. Active Travel infrastructure around schools should consider higher capacity needed at peak times i.e. wider footways.		
5	Developments should provide high quality cycle routes with a network grid of 250m.	**Developments should provide high quality cycle routes with a network grid of 250m.** 1. The cycle network should be LTN 1/20 compliant, safe, convenient, direct and attractive and connect all key locations within a development including schools, shops, community spaces, open spaces and leisure facilities. 2. The network should include (a) green routes away from traffic, (b) cycle provision alongside primary	Masterplan, Policy, Outline, Design Codes, Parameter Plans and Reserved Matters	Masterplan, Cycle Routes Parameter plan, Cycle network plan, layout engineering drawings.

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		streets and (c) routes that link streets through residential areas. 3. The cycle network needs planning at the Master Planning and Design Code stages to ensure it connects all areas and facilities within the development. General design principles for the different types of proposed infrastructure should also be included at the Design Code stage and be aligned with the Cambridgeshire Active Travel Design Guide. 4. Fully segregated or stepped cycleways should be provided on both sides of primary streets/ spine roads. Two-way cycleways on one side of the road will only be acceptable where there is no or little development on the other side of the road and crossing movements are provided for. Discussion with applicants is required from the outline stage to ensure enough road corridor space is provided on primary streets and at junctions. Cross		

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		sections and side road treatment will need to be provided at this stage. 5. Section 14.3 in LTN 1/20 sets out key considerations for a cycle network within a new development and Fig. 4.1 indicates suitable types of infrastructure related to expected speeds and traffic volumes. 6. Any paths that link streets within a development should be designed for both walking and cycling with good forward visibility at each end. 7. There should be a presumption against unsealed surfaces for off-road cycle/ shared use paths and drainage gullies should be cycle friendly. Paths design should be aligned with the Active Travel Design Guide 8. Detailed design of the cycle network should be provided at the reserved matters stage. Cycle routes should have an agreed adoption and maintenance strategy.		
6	Developments should provide high quality walking networks.	**Ensure there is a connected, high quality pedestrian network within a development.**	Masterplan, Policy, Outline, Design Codes	

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		1. The pedestrian network should consider the Healthy Streets Indicators and be fully accessible to all types of pedestrians, e.g. wheelchair and mobility scooter users, those with pushchairs, and those with mobility or visual impairment. 2. The network must be well connected to all key locations within a development including schools, shops, community spaces, open spaces and sports areas. 3. General design principles for footways and footpaths should be included at the Design Code stage. 4. Footways and footpaths should have an agreed adoption and maintenance strategy.	and Reserved Matters	
7	Key Active travel infrastructure o should be ready for use when residents move in to enable safe connections to facilities.	**Key cycle and pedestrian infrastructure should be completed and connected when first residents move in.** This enables new residents to safely use cycle and footway infrastructure without a delay.	SPD, Outline, Reserved Matters conditions to ensure access is provided, during construction.	Active Travel infrastructure completion programme Path construction timing

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		1. There should be active travel routes connecting to new facilities from when they first open. This will require outline conditions and ongoing dialogue with master developers to ensure key routes are constructed to link housing plots in time for the opening of schools and other key destinations. 2. If roads or paths are closed for construction works, there should be advanced notification to residents of any works, and alternative routes should be available and appropriately signed, including at entry points, to avoid long diversions. 3. Any temporary road surfaces and crossings should be smooth to allow easy access for users of all abilities including those using mobility aids or buggies.		
8	Access for construction vehicles as the development is inhabited should consider the safety of residents travelling around during construction, as well as how active travel	**A separate construction access only route is required during buildout of the development.** 1. The construction access route for the duration of the construction should	This should be considered at outline stage and a separate construction	Construction access routes and primary street frontage details.

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
	infrastructure is built and made accessible to residents prior to completion.	allow for all key active travel infrastructure within the development to be completed before first occupation. 2. Development parcels adjacent to primary streets could have restricted access to the primary street for services and driveways to enable early construction of the primary street, and delays associated with construction of the parcel frontages. This would be defined in the Design Code.	access route conditioned. Design Code and Reserved matters for primary street frontages and parcel design.	

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
9A	Accessible and appropriate short stay/visitor cycle parking to be provided for shops, community facilities, schools, offices and play areas/open spaces across the development as well as for flats and other multi-occupancy buildings. Cycle parking at bus stops should also be provided where appropriate.	**All short stay/visitor cycle parking should be easily accessible, conveniently located close to the entrance, and in an area where it is overlooked and well lit.** Visitor cycle parking should be provided at each public entrance of blocks of flats to cycle parking The spacing and dimensions of cycle stands/racks should accord with the Cycle Parking Guide for New Residential Developments CycleParkingGuide_split.qxp (cambridge.gov.uk)	Policy Design Codes and Reserved Matters	Cycle parking details
9B	Appropriate secure, easily accessible, covered long stay cycle parking should be provided for students, staff and for residents as well as for users of train and bus stations.	1. Residential cycle parking should accord with the guide as referenced above. 2. Other long stay parking should reflect the design and dimensions in the guide. 3. A proportion of the cycle parking (minimum 20%) for non-residential development should be provided within a secure location. 4. Access to cycle parking should be as close as is practical to staff		

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		entrances and closer than non-disabled staff car parking. 5. Visitor cargo bike parking should be provided at key locations such as schools, nurseries and libraries and residential cargo bike parking should be considered for blocks of flats.		
10	The overall design of developments should proactively avoid known barriers to active travel such as illegal or inconsiderate car parking as a consequence of poor design.	**Car parking for dwellings needs consideration and must be aligned to Local Plan policy.** 1. Car parking provision should consider car ownership levels to discourage overspill parking onto streets. 2. Parking provision and design should prevent cars parking on pavements or stepped cycle lanes. e.g. adequate visitor parking, avoidance of unpopular parking designs. 3. Parking restrictions and enforcement will need to be considered for each development. Temporary measures will need to be taken by the developer to ensure cycleways and footways are kept free of parking whilst the road is unadopted.	Policy, Design code, Reserved Matters, Construction	Parking strategy Garage dimensions

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		4. Parking on street should be carefully designed otherwise it can lead to obstruction of footways, public spaces, and cycle paths. 5. Designated areas for parking for trades should be provided during construction. 6. The potential for overspill parking from nearby destinations will need to be understood and managed. 7. Garage and carport dimensions should allow sufficient width for cars and be 3.3 x 6m to avoid parking on streets. If also providing cycle parking, then garages should be larger as per dimensions set out in the Residential Cycle Parking Guide 8. Driveways needs to be long enough that garage doors can be lifted or front doors can be opened without having to move a car to make room. An allowance of at least 1m should be provided.		
11	New development should offer ways for healthy living within the development and for leisure opportunities beyond the site to promote healthy lifestyles.	**Measures to promote healthy new communities should be included.**	Policy, Outline, Reserved Matters	Healthy street audit

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		1. Seats placed in public spaces, and along pedestrian routes for people to rest. 2. Signage for key routes to enable orientation around a new development and creation of dementia friendly environments. 3. Shade provided by trees. 4. Public Rights of Ways improvements to allow countryside and green areas to be accessible to the widest possible range of people, safe for users and encourage healthy activities. For example, a perimeter path around the development, and strategic connections and routes outside of the development. Proposals must align with the Cambridgeshire Rights of Way Improvement Plan and Cambridgeshire Active Travel Design Guide.		
12	Travel options should be made clear to new residents and occupants.	**Travel Planning is key in new communities.** 1. Travel Plans should enable travel information to be sent to every household, employer and school.	Policy, Outline, Reserved Matters	Framework Travel Plan

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		2. Events and surveys to be undertaken from an early stage of a development and then annually after. 3. A Travel Plan Coordinator needs to be appointed with sufficient budget to promote sustainable and active travel and encourage uptake of walking/cycling vouchers or public transport incentives, and for sufficient length of time. This should be detailed in a Travel Plan which should be conditioned. 4. The Travel Plan Coordinator for a major development should also work with local employers and schools within the development and locally. 5. Travel plans should be put in place during construction and used in the marketing of the development.		
13	Unplanned infrastructure may be needed in any large development and a reserve fund should be agreed for this.	**A reserve fund should be provided by the S106.** This is to fund any foot or cycle paths or cycle repair station, and other infrastructure that is related to a development as it evolves. Typically, it has not been highlighted in a consent condition or S106. In large complex	Policy, Outline	Engineering designs for a central cycle hub, repair station or EV charging areas.

No	Key Consideration	Minimum Expectations	Stage at which it should be considered	Example of evidence submitted to the planning authority
		developments funding for these extras will always arise and be required.		

APPENDIX 1: Cambridgeshire New Development Design Checklist - Applicants Response

Applicants are asked to fill in the below table and to detail whether each item is applicable to the development, and if so to detail how it has been considered. This can be submitted as an Active Travel Toolkit for New Developments Response or could be a separate section within a Design and Access Statement or Transport Assessment. For outline applications some elements of the toolkit may become incorporated into parameter plans, conditions or S106 heads of terms. For reserved matters or Full applications, details may be required in submitted drawings and plans. In the table below please detail references where applicable.

No	Key Consideration	Describe how the consideration has been applied and evidence provided. If not applicable use 'N/A' with brief justification.
1	Strategic Public Transport and active travel improvements are needed to connect new developments to existing destinations. The need for strategic links will be dependent on location and scale of the development.	
2	All new developments should be well connected in terms of active travel to the existing active travel network.	
3	To support longer journeys by sustainable travel, bus infrastructure in new developments needs early planning of routes, bus stops, shelters, and maintenance agreements, and ensure safe and convenient connections by active modes.	
4	Active travel should be prioritised and encouraged through the design of the development.	
5	Developments should provide high quality cycle routes with a network grid of 250m.	

6	Developments should provide high quality walking networks.	
7	Key Active travel infrastructure o should be ready for use when residents move in to enable safe connections to facilities.	
8	Access for construction vehicles as the development is inhabited should consider the safety of residents travelling around during construction, as well as how active travel infrastructure is built and made accessible to residents prior to completion.	
9A	Accessible and appropriate short stay/visitor cycle parking to be provided for shops, community facilities, schools, offices and play areas/open spaces across the development as well as for flats and other multi-occupancy buildings. Cycle parking at bus stops should also be provided where appropriate.	
9B	Appropriate secure, easily accessible, covered long stay cycle parking should be provided for students, staff and for residents as well as for users of train and bus stations.	
10	The overall design of developments should proactively avoid known barriers to active travel such as illegal or inconsiderate car parking as a consequence of poor design.	
11	New development should offer ways for healthy living within the development and for leisure opportunities beyond the site to promote healthy lifestyles.	

12	Travel options should be made clear to new residents and occupants.	
13	Unplanned infrastructure may be needed in any large development and a reserve fund should be agreed for this.	

March 2023

Cambridgeshire's Active travel design guide

Version 1

Cambridgeshire County Council

Contents

Glossary of terms

Active Travel (AT)	Walking and cycling, but also includes other modes of travel that support the aim of enabling and encouraging a shift away from journeys being made by a private car.
The Definitive Map	The Definitive Map is the legal record of all known public rights of way in Cambridgeshire. It is accompanied by the Definitive Statement, which describes the route, position and width where defined of each right of way, as well as any limitations.
LTN 1/20	This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including: planning for cycling. space for cycling within highways.
Non-Motorised User (NMU)	A person who is walking, cycling, horse riding or travelling along a path by any other means without the assistance of a motor.
Public Right of Way	A public right of way is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.
Sealed Surface	Route surfaces which have been sealed with the application of a surface treatment such as rolled asphalt or dense bituminous macadem (DBM)
Semi-sealed Surface	A mixture of asphalt, which is added to a base, and aggregates that are evenly distributed on the surface and rolled to create a paved surface. It's sometimes referred to as sprayed seal or surface dressing.

Context and purpose of the design guide

The Cambridgeshire Active Travel Design Guide provides information for planning and designing paths for Active Travel (AT) in the County of Cambridgeshire. The guide also aligns with the emerging Active Travel Strategy for Cambridgeshire (a child document of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP)) and recognises the overlap and balance required to address potential pressures between providing for Active Travel whilst maintaining existing networks of public rights of way for 'non-motorised users' (NMUs). Part of the purpose of the document is to reduce this tension by defining what is and is not acceptable when designing for AT. Useful links and information are also provided to help designers to navigate through the legal/statutory processes of route creation and re-designation of routes if required.

This is the first edition of the design guide, it is intended that it will be a live and evolving document which will take advantage of new techniques, materials, and applications as they become available and appropriate. It is recognised that early iterations of this guide will be limited in scope and may not address all situations and circumstances. However, by documenting standard design details such as desirable path widths and surface choices to encourage AT, as well as outlining necessary processes to be considered when designing new AT paths, the guide will help to define Cambridgeshire County Council's (CCC) long-term vision of a connected and continuous network of safe AT routes. By defining design requirements for AT, CCC will enable increased levels of AT and make it a realistic, attractive, alternative to the private motor car for many more people. It will also tap into the great potential opportunities that new AT routes have, to provide improved local amenity, recreational routes and enhancements to environments and habitats for wildlife and for public enjoyment as well as public health benefits.

There has been considerable focus to date on the development of AT routes within urban environments but there is a gap in available guidance when looking at rural and semi-rural environments. There are people living in rural areas of Cambridgeshire who would like to be more physically active and have better access to Active Travel routes. It is important that CCC work to address this and ensure the provision of AT routes which enable and encourage rural residents to safely access services by walking, cycling or public transport. The guide contains principles for the inclusive design of paths and details of appropriate widths and surface types that represent attractive and safe specifications for different path users. Good AT provision will enable people to be less reliant on private motor vehicles, it will improve air quality, boost health by enabling people to live more active lifestyles and it can make places, not just more liveable, but safer and more attractive too.

This guidance is for use by anyone designing and installing new routes for AT primarily in Cambridgeshire's rural environment, as well as those making changes to existing routes to enable increased volume or scope of use, for example changing a footpath to a bridleway. Initially this guide will put less emphasis on designing for AT in urban environments, however this is an area that is expected to be developed in line with existing guidance such as LTN 01/20 and other guidance as it emerges. References for other existing guidance on designing for AT in the urban realm can be found in the references section on page 21.

The design guide will be a point of reference for project teams within the local authority or other public bodies and their consultants, highways practitioners as well as external developers. It applies to both new build schemes and upgrades to existing layouts. Routes should be designed in collaboration with the local community and local highway authority, as they will have an interest in the planning and future management of routes and there may be opportunities to address obvious missing links in the public rights of way network.

Inclusivity and accessibility are key outcomes for the design guide and the use of this guidance will enable the development of designs that align with the public sector Equality Duty set out in the Equality Act 2010. This will be achieved through the application of the Equality Impact Assessment (EqIA) process. The guidance may also

be of interest to those looking to make reasonable adjustments in response to the requirements set out in Section 20 of the Act.

What is 'Active Travel' and who are we designing for?

This Design Guide aligns with the Cambridgeshire Active Travel Strategy document which proposes the term 'Active Travel' to refer to walking and cycling, but also includes other modes of travel that support the aim of enabling and encouraging a shift away from journeys being made by a private car.

Whilst the Strategy is inclusive of people who can travel by wheelchair, adapted cycle or other mobility aid, it acknowledges not everyone has this travel option and those with limited mobility will remain reliant on travel by car or community transport.

The Strategy is focused on utilitarian walking and cycling journeys including journeys to schools, town centre facilities, transport hubs, and places of healthcare and employment. This includes journeys to leisure facilities and the wider rights of way network. This guide therefore aims to be inclusive of all expected users and enable the use of AT routes by wheelchair users, pram-pushers, non-standard bicycles such as cargobikes, recumbent cycles, hand cycles or bicycles with trailers.

Whilst improvements to the rights of way network is the purpose of the Rights of Way Improvement Plan rather than this strategy, implementing new and improved infrastructure for 'active travel' purposes can overlap and potentially conflict with existing networks of public rights of way and bridleways. Wider users of the network, 'non-motorised users' (NMU), include those walking, cycling or horse riding as a leisure, recreational or commercial activity must be considered and protected in such cases.

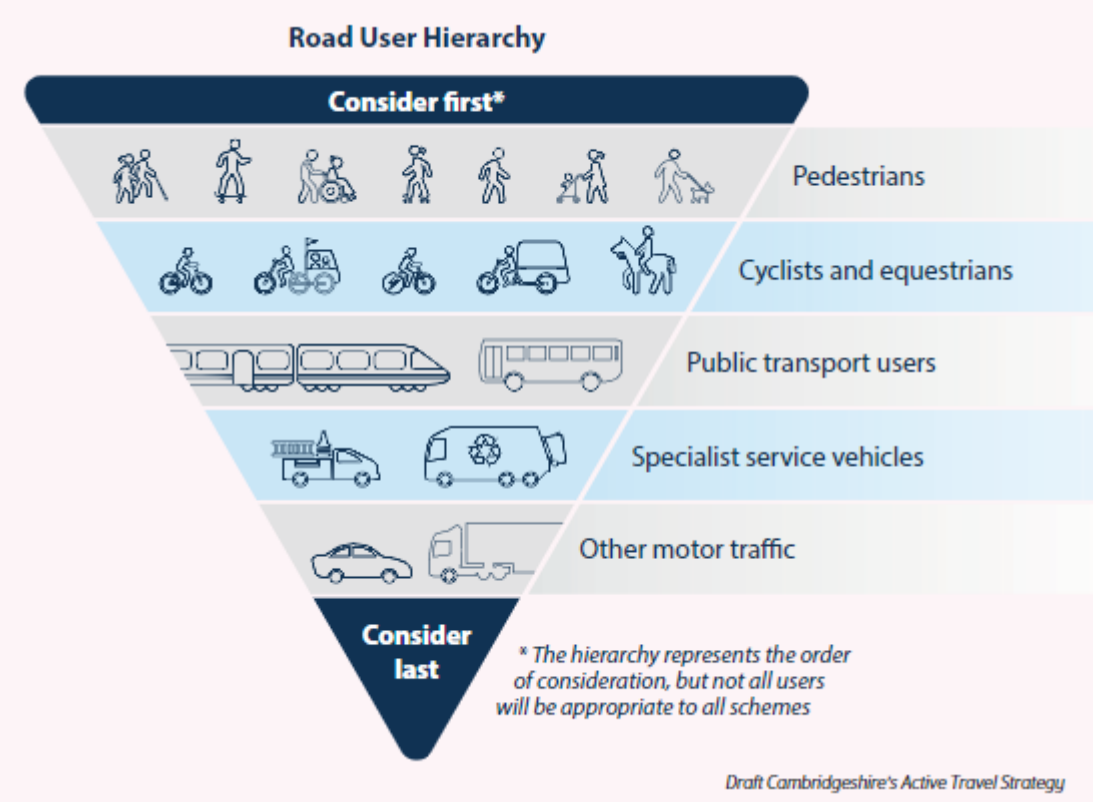
E-scooters are currently not included in the Strategy. E-scooters are currently only legal to use on a public highway when hired as part of a government trial scheme in specific areas, such as Cambridge. Until the outcome of the trials are known and further guidance provided, e-scooters have not been included within our definition of Active Travel but this will be kept under close review and future-proofing routes for e-scooter use will be considered on a case-by-case basis.

Beyond Active Travel Users the design of Active Travel infrastructure needs to take into consideration a number of other stakeholders. Landowners, tenants, local residents and indeed even local wildlife. Active Travel routes in Cambridgeshire must be recognised as valuable opportunities to enhance environments and habitats for wildlife and this Guide will begin to develop a framework for how this can be achieved during the design process.

According to the recent Government Guidance document Active Travel: local authority toolkit (updated Aug 22) *"Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes."* It is notable that no reference is made to equestrian users in this national guidance document. However, the Cambridgeshire Active Travel Strategy and this Design Guide recognise the overlap and balance required to address potential pressures and conflict between providing for Active Travel whilst maintaining existing networks of public rights of way for 'non-motorised users' (NMUs), including consideration equestrian users.

User hierarchy

Whilst this 1st iteration of the Active Travel Design Guide is focussed on Active Travel routes predominantly away from roads, the Road User Hierarchy should be taken into consideration as it sets the right tone for all Active Travel provision. As the Active Travel Strategy for Cambridgeshire makes clear, an important part of embracing Active Travel is putting those who walk or cycle at the top of our transport user hierarchy. The 2022 updates to the Highway Code put more emphasis on protecting the most vulnerable users of the road network, including horse riders. The road user hierarchy, as illustrated below, based on Manual for Streets (DfT, 2007), puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians in the hierarchy reflects the need to consider all vulnerable non-motorised users such as horse riders in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted.



When planning and designing Active Travel routes it is important to have a clear understanding of the legal status of paths. Public rights of way are types of highway, and appropriate statutory provisions apply. The following table explains different legal designations that are given to public rights of way and what rights the status infers. For even more comprehensive definitions refer to descriptions and definitions in LTN1/20 page 185.

Legal designations of public rights of way and other paths

Public rights of way

Type of path	Description
Public Footpath 	A highway over which the public have a right of way on foot only, not being a footway [Section 329(1) Highways Act 1980]. Mobility scooters or powered wheelchairs are also generally accepted as legitimate users of these paths.
Public Bridleway 	A right of way on horseback (or leading a horse), foot and bicycle. The Countryside Act 1968 gave cyclists a right to use bridleways; however, they must give way to pedestrians and equestrians. There is no penalty for failing to comply. Since the bridleway forms part of the highway it remains for case law to establish whether the offending cyclist could be said to be 'furiously driving a carriage on a highway so as to endanger life and limb', see Highways Act 1835. There may occasionally be a local byelaw to prohibit cycling on a particular bridleway.
Restricted Byway 	Are generally open only to pedestrians, cyclists, horse-riders and horsedrawn vehicles and replace the former category of Roads Used as Public Paths (RUPPs). Created by the Countryside and Rights of Way Act 2000 (S48).
Byway Open to All Traffic 	Are open to motorised traffic, but are used by the public mainly for the purposes for which footpaths and bridleways are used. They rarely have a sealed surface and are generally used in a similar way to restricted byways and bridleways. The definition was created under the Wildlife and Countryside Act 1981 (S66).

Making changes to the legal status and extent of public rights of way

Changes to, and the creation of, public rights of way can only be made through formal statutory processes. The main legislation for these types of changes is through the Public Path Orders under the Highways Act 1980 and the Town and Country Planning Act 1990.

The width of a right of way is critical to the viability of a scheme. It is essential to determine what the legal width is before proceeding with a proposal. Only a small percentage of recorded rights of way have a defined legal width. Conclusive clarification as to the legal extent, or width, of a public right of way can only be achieved through a Definitive Map Modification Order under the section 53 Wildlife & Countryside Act 1981 statutory process.

The responsibility for managing and making Public Path Orders and Definitive Map Modification Orders sits with Cambridgeshire County Council's Asset Information Definitive Map Team. The Team must be consulted as early as possible on any proposed status changes to Public Rights of Way, so that the appropriate statutory processes and implications for a project can be identified and addressed. Key considerations are:

- Most of the statutory processes are open public procedures, which are open to objections. As such, outcomes cannot be guaranteed.
- Width determinations may require detailed site surveys.
- There can be long timelines to achieving successful orders due to existing casework; negotiations required with landowners and third parties; and delays should objections to orders be received requiring determination by the Planning Inspectorate.

Further information on the processes can be seen on the Asset Information Definitive Map Team's webpages at:

https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/definitive-map-and-statement

The Asset Information Definitive Map team should be contact via e-mail: highwaysassetmanagement@cambridgeshire.gov.uk

Other highways, paths and tracks

Other route types which are not public rights of way but may be useful in the creation of Active Travel routes are included in the following table:

Type of path	Description
Permissive paths	The landowner decides what categories of user can use these, and can withdraw access rights with little notice
Cycle Tracks	Cycle Tracks are a legal class of highway that is recorded on the List of Streets under s36 Highways Act 1980. They carry rights for cyclists and pedestrians, or cyclists only.
Shared use routes	Usually roadside routes for non-motorised users. Can be signed for pedestrians and cyclists only, or pedestrians, cyclists and equestrians.
Other mechanisms to allow reallocation of the public highway for active travel use	Restricting access to motor traffic on a roadside path by way of a Traffic Regulation Order (TRO)

Development related works to change the layout of an existing highway other than a public right of way is manged by Highways Development Management. This includes share use routes by the side of the road and cycle tracks. Highways Development Management must be engaged in accordance with their guidance at:

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development

Any proposal involving the existing highway network *other than a public right of way* may affect the legal extent of the highway. The County Council's highway asset records are managed by the Asset Information Searches Team. Similarly, as with public rights of way, they must be consulted at an early stage to enable identification of the legal extent to ensure that a proposed scheme is viable. The legal extent as opposed to physical boundary features is not always obvious, and there are significant implications if it is not established early on in a project. Implications can include third party challenges resulting in legal disputes. Further information is available on the Asset Information Searches Team webpages at:

https://www.cambridgeshire.gov.uk/business/highway-searches

The team should be contacted via at searches@cambridgeshire.gov.uk

Processes for making changes to the surface of public rights of way

All proposed changes to the surface of an existing public right of way must be formally authorised using the County Council's *Changes to PROW Surface Authorisation Form.* This will require consultation with user groups and key stakeholders as well as appropriate specialisms within the County Council, such as Ecology, Road Safety and the Rights of Way Officer. Sufficient time should be allowed to enable the Authorisation process to be undertaken. It is expected that it will be undertaken at an early stage such as pre-application planning, as the Authorisation is critical to the viability of a project that seeks to change the surface of a right of way. The Form is located in the Highway Operational Standards, available on the County Council's website at:

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/highway-policies-and-capital-maintenance-programme

All works will require inspection and certification by Cambridgeshire County Council as the highway authority.

Depending on what works are proposed and where, other legal processes (in addition to any legal processes dealing with change to legal status or extent of highway) may be required to control and authorise delivery to the highway authority's standards. For example, changes to an existing right of way may need to be secured through a formal Agreement under Section 278 Highways Act 1980.

Please see further guidance at:

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development

Other, more minor, works may only require inspection and certification by the Rights of Way Officer.

Design outcomes and principles

The Active Travel Strategy for Cambridgeshire provides much more detail on the vision, objectives and policies for Embracing, Enhancing, Expanding and Encouraging Active Travel in the county. In this section of the Design Guide we consider the key design outcomes that designers should strive for when developing Active Travel schemes and some of the principles that should be applied in order to reach the desired outcomes. It is recognised that this 1st iteration of the guide may not provide a full and comprehensive set of design principles. We welcome feedback and intend to learn from experience as future iterations of this document are developed.

Design Outcomes

There are five outcomes which represent the core requirements for people wishing to travel by cycle or on foot. These can be defined as the desirable consequences of making a change or implementing a new Active Travel route. Accessibility for all is a requirement that should always be considered in relation to each of the outcomes. Designers should always aim to provide infrastructure that delivers these outcomes and therefore caters for the broadest range of people. While cyclists and pedestrians share the same underlying design outcomes, the geometric design requirements for pedestrians and cyclists are not the same, owing to the differential in speed and mass.

Safe	Active Travel routes must be, feel and look safe to attract users. Crime and anti-social behaviour must not be enabled through the design. Enabling separation between users will reduce collisions and increase the sense of safety. Changes to existing rights of way must not result in NMUs being placed in more dangerous situations.
Direct	Active Travel routes should be as direct, or more direct, than alternative routes for motor traffic. Routes should be logical and continuous preferably as part of a coherent network.
Comfortable, Inclusive and Accessible	Comfort for all users including children, families, and older and disabled people should be considered. Comfort can be split into the following two categories • *Surface quality* - Riding surfaces should be smooth and even. Transitions from one surface to another (e.g. footway to carriageway) should be simple and take place in appropriate places preferably fully segregated from motor vehicles. • *Spatial comfort* – routes should have enough width and separation between modes which may travel at different speeds
Coherent	Active Travel routes should: • form part of a network which links people to places • use as few signs as possible and where they are used make them clear • avoid changes in the type and quality of provision • be inclusive to all users, legible and consistent.
Attractive	• Active Travel routes should enhance the environment, not detract from it. This applies to on-street as well as rural off-road routes. Active Travel Users tend to spend more time appreciating the environment surrounding the route.

Design principles

To deliver the outcomes the following principles should be considered:

Active Travel should be assessed in a similar way to other modes, through an assessment of appropriateness, based on need and demand, and reasonableness, based on acceptable cost and impact.
Active Travel provision is inclusive and accessible. Different Active Travel users may have different priorities/requirements.
Routes should be designed in collaboration with the local community.
Active Travel routes must be, and feel, safe for all types of users in all weather conditions.
New routes should form part of wider networks and be well-connected. Waymarking should be clear.
Active Travel routes must be future proofed to accommodate growth in user numbers and potential improvements in technology such as e-bikes.
Key stakeholder engagement is undertaken from the outset and should continue at regular intervals throughout the project in a managed way.
Active Travel provision should be aspirational and align with the Climate Change and Environment Strategy to "double nature". Designers of Active Travel routes should have regard for the environment that the route passes through and should provide improvements for landscape, ecology or heritage assets. Adverse impacts (e.g. construction, lighting and recreational pressure) should be avoided, mitigated, or at last resort compensated.
Future maintenance requirements are minimised wherever possible. Acceptable maintenance plans should be developed with the maintaining authority.

When designing Active Travel routes in rural areas there are several additional considerations. Routes should:

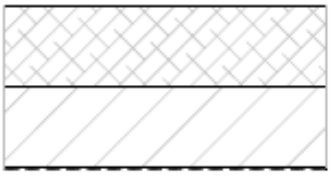
Identify where Active Travel routes overlap with routes for Non-Motorised Users, and ensure the design is not any more detrimental to any one user group or place them in more danger.
Provide convenient links to key destinations - connecting communities to amenities such as schools, doctors surgeries, local shops and post offices as well as enabling greater access to the countryside.
Lighting should be considered in the context of the route and the surrounding natural environment and wildlife.
Be designed in a way that enhances biodiversity and delivers 20% biodiversity net gain.
Be signed clearly and consistently • signage should be a mix of signs, surface markings and wayfinding measures. Every junction or decision point should be signed. • It is important that signage is consistent network-wide and directs users to and from trip generators such as places of interest, hospitals, universities, colleges and also recognises connections to wider networks such as long-distance paths and the National Cycle Network (NCN).
Be free-draining, and verges must be finished to avoid water ponding at the edges of the path
Enable all users to cross roads safely and step-free • Road crossings should be in accordance with current guidance • All grade-separated crossings should provide safe and step-free access
Be interesting • Landscaping, artwork and interpretation boards should be used to create interest • Seating and cycle parking should be provided at regular intervals along the route. • Consider provision of mounting blocks for equestrian users, especially by gates in remote areas
Consider 'constructability' at an early stage (i.e. works access, temp accommodation, etc.)
Consider emergency access particularly if access control measures are being installed
Manage the propensity for illegal access (i.e fly-tipping)

This section of the design guide details surface material specifications which can be used on AT routes in Cambridgeshire. The pros and cons of each surface material are listed but it is recognised that these may vary in importance for different AT users. Where any change of surface is proposed to an existing Public Right of Way, final agreement of surface material and construction must be approved by a Public Rights of Way officer at the County Council. In certain cases, the consent of the landowner may also be required.

Surface materials

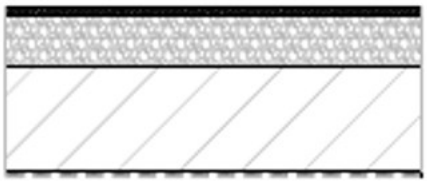
Designers should consider the principles and outcomes listed above and it is important to note that hybrid path solutions are acceptable, where the surface may change along the route. Rarely will you find a surface treatment that is suitable for the entire length of a route. Consideration must be given to selecting the most appropriate surface materials and construction techniques for each local setting, even if this results in a mixed surface layout along the route. The choice of surface material may also be influenced by external factors such as space availability, scheme budget, land availability and planning requirements/agreements.

The table below lists a variety of surface material options for soft, firm and hard surfacing. This table is not prescriptive, and the choice of materials and construction technique will need to be adapted for each individual location and its site-specific character. It is expected that in some situations the most appropriate solution will be to construct a path using more than one surface material laid adjacent to each other to provide separate space for different users e.g. an Asphalt path with a Grassy Strip alongside might provide suitable space for pedestrians, cyclists and equestrians.

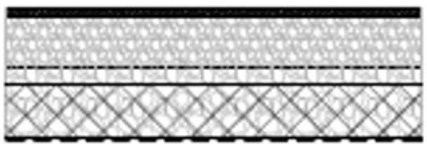
SOFT SURFACE – NON-CONCUSSIVE				
Surface Material	**Expected demand**	**Specification**	**Pros**	**Cons**
Natural Grassy strip – to be used in combination with (parallel to) another surface to allow separation between users	Some pedestrians prefer a non-concussive surface. Equestrian use is expected. Low use expected by wheeled vehicles	Dependent on existing surface retain previously compacted grass surface if viable. If creating a new surface, a mixture of utility grass seed and topsoil spread over an aggregate sub-base.	Relatively low-cost surface. Less percussive issues for equestrians and preferred by some runners. Improved habitat for wildlife along a 'green corridor' Natural appearance blends in well with rural landscape	Grass can become impassable by foot or bicycle following prolonged wet weather. May exclude some forms of ATUs such as children's scooters or other small-wheeled vehicles. Requires regular maintenance to retain accessibility e.g. summer vegetation clearance
				
Example location: Alongside the Busway maintenance track between St Ives and Cambridge (although not the entirety of the route)				

SEMI-SEALED SURFACE (FIRM)

Surface Material	Expected demand	Specification	Pros	Cons
Granite dust	Increasing use for wheeled vehicles but still accommodating equestrian use No agricultural vehicles expected	Granite dust laid on an aggregate sub-base	Relatively low-cost, non-slip surface. Free draining. Less percussive issues for equestrians. Natural appearance blends in well with rural landscape, can accommodate tree root growth and avoid root heave/path cracking, doesn't require skilled operatives to lay - relatively simple construction.	Higher rolling resistance than asphalt. May exclude some forms of ATUs such as children's scooters or other small-wheeled vehicles. Non-bound surface can result in loose surface debris. Not suitable for steep gradients (max 1:8), liable to water scouring, gulley formation and erosion, susceptible to frost heave if there has been insufficient compaction during initial construction. Requires regular inspection and maintenance.

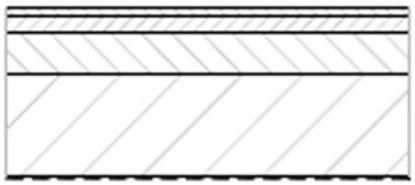


When tree root protection is required:



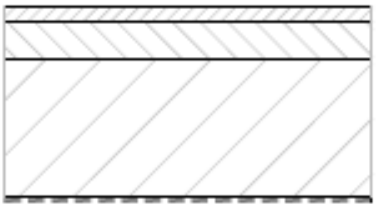
Example location:

Wilsons Road/ Longstanton Bridleway 10

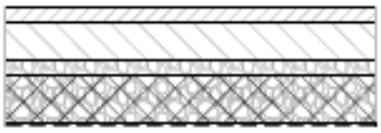
Surface Material	Expected demand	Specification	Pros	Cons
Surface Dressing	Increasing use for wheeled vehicles but still accommodating equestrian use Possible infrequent use by agricultural vehicles *	Bitumen bound 10mm & 6mm granite aggregate laid over an aggregate sub-base.	Relative low cost. Non-slip surface Slight cushioning/less hard than asphalt for equestrians and other users such as joggers	Higher rolling resistance than asphalt. May exclude some forms of Active Travel Users such as children's scooters or other small-wheeled vehicles. Non-bound surface can result in loose surface debris. Durability is questionable, especially in locations where agricultural vehicles turn.
				
Example locations: The Fen, Fenstanton Reynolds Drove, Between Rampton and the Busway maintenance track at Northstowe				

***** Concrete pads may be provided for short sections e.g. field entrance/turning areas for agricultural machinery.

Surface Material	Expected demand	Specification	Pros	Cons
Asphalt	Significant increase in Active Travel Frequent use by agricultural vehicles is possible	Machine-laid 6mm Dense Bitumen Macadem (DBM) For rural locations, where aesthetic appearance is considered important, a gravel aggregate mix, as opposed to a granite mix, should be used. Moderate Hydro-blasting is required to expose the gravel aggregate.	Relatively low cost compared to rubber crumb Low rolling resistance allows cycles to travel further with less energy input required from the rider Proven durability with long design life (30+ years), low annual maintenance, opportunities for coloured asphalt and painted surface lines and markings, tolerant to high levels of use	Hard surface providing very little cushioning may lead to injuries for horses and other users such as joggers Black surface in rural environment often considered to be urbanisation More expensive than unbound surface treatments Can become slippery for equestrians and other users when wet or covered in ice or leaves – additional winter maintenance may be required Susceptible to root heave creating surface deterioration Installation can require site access for heavy plant and machinery



When tree root protection is required:



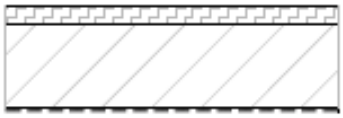
Example locations:

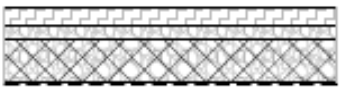
The Busway maintenance track – St Ives to Cambridge and Trumpington to Cambridge

The Coton path – Between Coton and the M11

In recognition of some of the disadvantages of asphalt surfacing for some users, we are exploring the suitability of a hybrid rubber crumb/aggregate mix sealed surface. It is hoped that this will address some of the negative aspects of asphalt and provide a surface that is more suitable for pedestrians, cyclists and equestrians in locations where all users are expected to travel on a shared surface.

Trial patches of this material are proposed in order to test the suitability of the surface for all users ahead of any roll-out and if successful further details of the specification will be updated.

<table>
<tr><th colspan="5">SEALED SURFACE (HARD)</th></tr>
<tr><th>Surface Material</th><th>Expected demand</th><th>Specification</th><th>Pros</th><th>Cons</th></tr>
<tr><td>Rubber crumb or
Hybrid rubber/
aggregate mix</td><td>Significant increase in Active Travel expected.
Still accommodating equestrian use
Possible infrequent use by agricultural vehicles *</td><td>Different options for specification are still being confirmed. These include:
‘Pure’ rubber-crumb (KBI-Flexipave/ Nu-flex/other similar supplier) hand-laid.
Hybrid rubber/aggregate mix potentially machine laid (supplied by Tarmac)</td><td>Rubber crumb – highly porous surface, non-slip, provides a level of cushioning for equestrians and other users such as joggers
Increased levels of gravel aggregate for aesthetic purposes.</td><td>Potentially high cost compared to asphalt
Higher rolling resistance than asphalt
Durability is questionable, especially in locations where agricultural vehicles turn.</td></tr>
<tr><td colspan="5"> 
Rubber Crumb Surface Course
Type 1 Sub-Base
Geotextile membrane

When tree root protection is required:
 
Rubber Crumb Surface Course
Type 3 Sub-base
Cellur confinement system filled with Type 3
Geotextile membrane</td></tr>
<tr><td colspan="5">This surface option is still under development and when details of trails and example locations become available we will make the location details available.</td></tr>
</table>

Future development

Cross section selection

The areas of this section of the Design Guide that we intend to develop and improve in future versions are:

- Additional details and case studies of example locations
- Greater detail of approved specifications and how they should be applied.

The process of choosing a cross-section for use along a section of an Active Travel Route should always start with inclusivity as a high priority. Enabling the most possible users to have access to a route is in keeping with Cambridgeshire County Council's policies on Equality, Diversity and Inclusion. It should be noted that hybrid path solutions, where more than one type of surface is utilised in parallel to enable safe separation between user groups along a route, are acceptable. It may be necessary to adjust the cross-section layout for sections of a route to accommodate pinch points. Consideration must be given to selecting the most appropriate path layout for each local context, even if this results in a mixed cross section along the route.

Other factors that will need to be taken into consideration are:

- Strategic purpose of the route - i.e. Commuter route, School route, leisure route etc.
- Potential usage - (propensity of each type of user)
- Existing available path widths
- Highway boundary locations (if applicable) and designated legal width of the public right of way if available.
- Other potential uses: Are agricultural vehicles likely to use the path.
- How will the path and any boundaries be maintained?
- Project budget

Public right of way cross sections

This section of the guide provides details of how the surface materials can be configured to provide cross-sections that are acceptable for Cambridgeshire's Active Travel routes in rural locations. The width of paths for cycling should follow LTN 1/20 guidance and where a shared use path is proposed the following guidance applies:

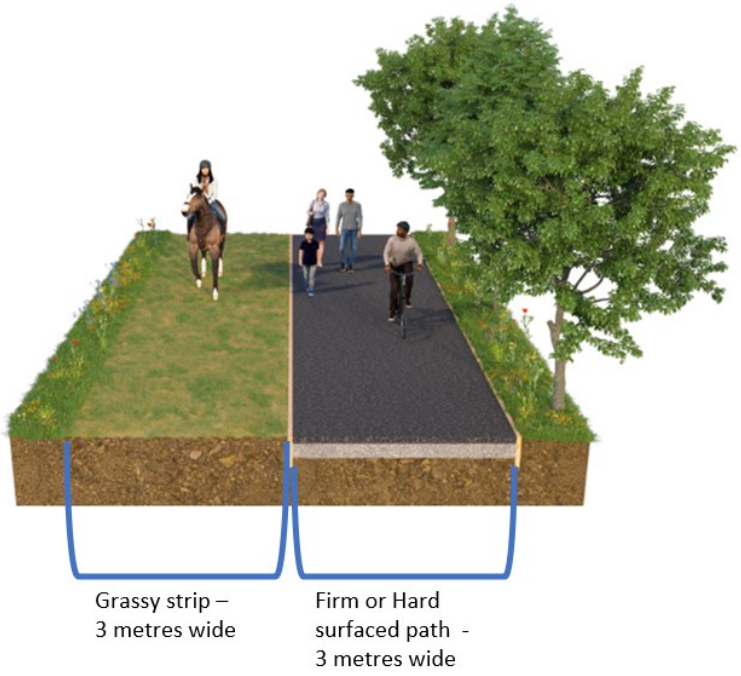
> **6.5.7** Recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

The amount of available space to provide an active travel route will often dictate what widths are achievable. The following illustrations show how paths should be configured given an available width.

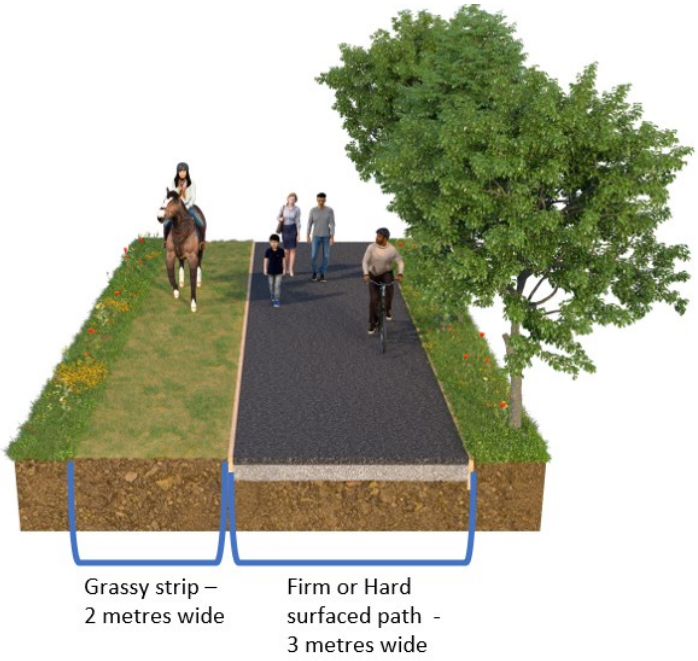
6 metre and above cross section



Natural grassy strip = 3m	**Sealed or semi-sealed surface = 3 – 4.5m depending on usage flow**

Any additional space widen accordingly depending on requirements and favourable local stakeholder engagement

5 metre cross section



Natural grassy strip = 2m	**Sealed or semi-sealed surface = 3m**

Less than 5 metre cross section

Shared use path using sealed or semi-sealed surface

The images above are all indicative and the surface colours and edging types may vary. These details will be subject to stakeholder engagement.

Future development

The areas of this section of the Design Guide that we intend to develop and improve in future versions are:

- Provide examples for routes that are expected to be very high usage including separation of pedestrians and cyclists.
- Improve images to show variety of surfacing materials.
- Show examples of connections between rural and urban environments including road crossings and junctions.

Access controls

Physical barriers should be avoided on Active Travel routes however there will inevitably be the occasional requirement to control access. Carefully located bollards and cattle grids are the only acceptable form of physical barrier on a multi-user route. Where they are used, they should be lit in order to make them conspicuous to users and to minimise the risk of collisions. In the rare circumstance where the use of more restrictive furniture cannot be avoided, CCC and local users should be consulted. Any barriers on a Public Right of Way must gain approval/consent of a Public Right of Way officer.

Bollards may be appropriate in certain locations where illegal use or fly-tipping is an issue for path users or landowners. For speed reduction or safety purposes, signs including surface markings should be considered first. Chicanes are restrictive and can exclude some users. These should not be used.

Bollard positioning will be dependent on the reason for installation and location specific:

- Where authorised access is required use removable bollards.
- Use rounded bollards without edges and with a reflective strip, visible to path users.
- Place at a location where the path is wide enough or can be widened to accommodate the extra width taken by the bollard(s).
- Do not place bollards at a junction or corner, instead place them back from the junction or corner on a straight section of path where they are clearly visible.
- Set back from the highway by 5m, extend to 6m on Public Restricted Byways.
- Width between bollards is recommended at 1800mm, with a minimum of 1500mm for walkers and cyclists and 1525mm for bridleways or where horse riders use the path.
- Two bollards providing a gap in the centre of the path, often the most well-defined and least overgrown section is preferable. A central bollard should only be used where the two-bollard option is not possible.

Public Rights of Way

Restrictive furniture on public rights of way must be authorised by the Local Highway Authority and is subject to the British Standard BS5709:2018, in which the least restrictive option (taking into account land management needs) is to be used.

If bollards are deemed necessary for safety reasons or to prevent misuse, the document outlines the minimum width required between them:

Path type	Minimum width
Public Footpath	**1200mm**
Public Bridleway	**1525mm**
Public Restricted Byway	**3050mm**
Byway Open to All Traffic (BOAT)	**2100mm**

Future development

The areas of this section of the Design Guide that we intend to develop and improve in future versions are:

- Provide example specifications for bollards
- Provide example images and locations for different scenarios
- Provide details and specifications of boundary types to include fencing, hedgerows and other solutions
- Investigate the feasibility of speed reduction solutions such as rumble strips which might deter unauthorised users of active travel routes

Lighting, Wayfinding and Maintenance

Lighting of Active Travel routes can increase the perception of safety and can directly influence the decision to use Active Travel routes at night time. In rural locations however, lighting provided by street lighting columns is likely to be minimal. The key reasons for this are that wiring lights in rural locations is likely to be costly and the impact on the environment and wildlife may be excessive. Current guidance is that lighting should only be used where a clearly defined requirement is identified, such as at conflict areas i.e. at a crossing point where a cycle path crosses a main road, or where bollards may present a hazard to users. This approach is in line with the Council's Climate Change and Environment Strategy considering reducing energy consumption and light pollution that can be detrimental to night-time wildlife.

Where lighting is required an ecological assessment would need to be undertaken and the proposals should be discussed with the Biodiversity and Greenspaces team (ecology@cambridgeshire.gov.uk) and would be expected to meet best practice standards for lighting and wildlife, e.g. ILP guidance note https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/

Solar stud LED up-lighting should be used to delineate routes on bound surfaces, especially those alongside carriageways or to identify site specific hazards. These are available in bat-friendly versions, approved by the Bat Conservation Trust. Up-lighting does not light the area, it just shows the alignment of the path.

Solar LED lights should not be placed close to the sides of a path as vegetation will cover them. When solar LED lights are covered for a period of more than a few weeks their batteries will not be charged and the entire unit will fail. Once the battery is fully drained it will not recover. Setting solar lights at least 500mm from the edge of a path should minimise this issue.

Future development

The areas of this section of the Design Guide that we intend to develop and improve in future versions are:

Lighting:

- Investigation and improved guidance around the safety implications of lighting cycle routes alongside a carriageway with solar studs – increased delineation of a path vs the potential for driver confusion
- Consideration of lighting technologies such as reactive lights.
- Investigate solar solutions for powering lights in rural areas where wired solutions are not feasible. This will include security solutions as theft of solar lights has been a feature of past trials.

- Provide more detail on lighting specifications, for example how junctions are lit.
- Potentially provide a hierarchy of lighting needs

Wayfinding:

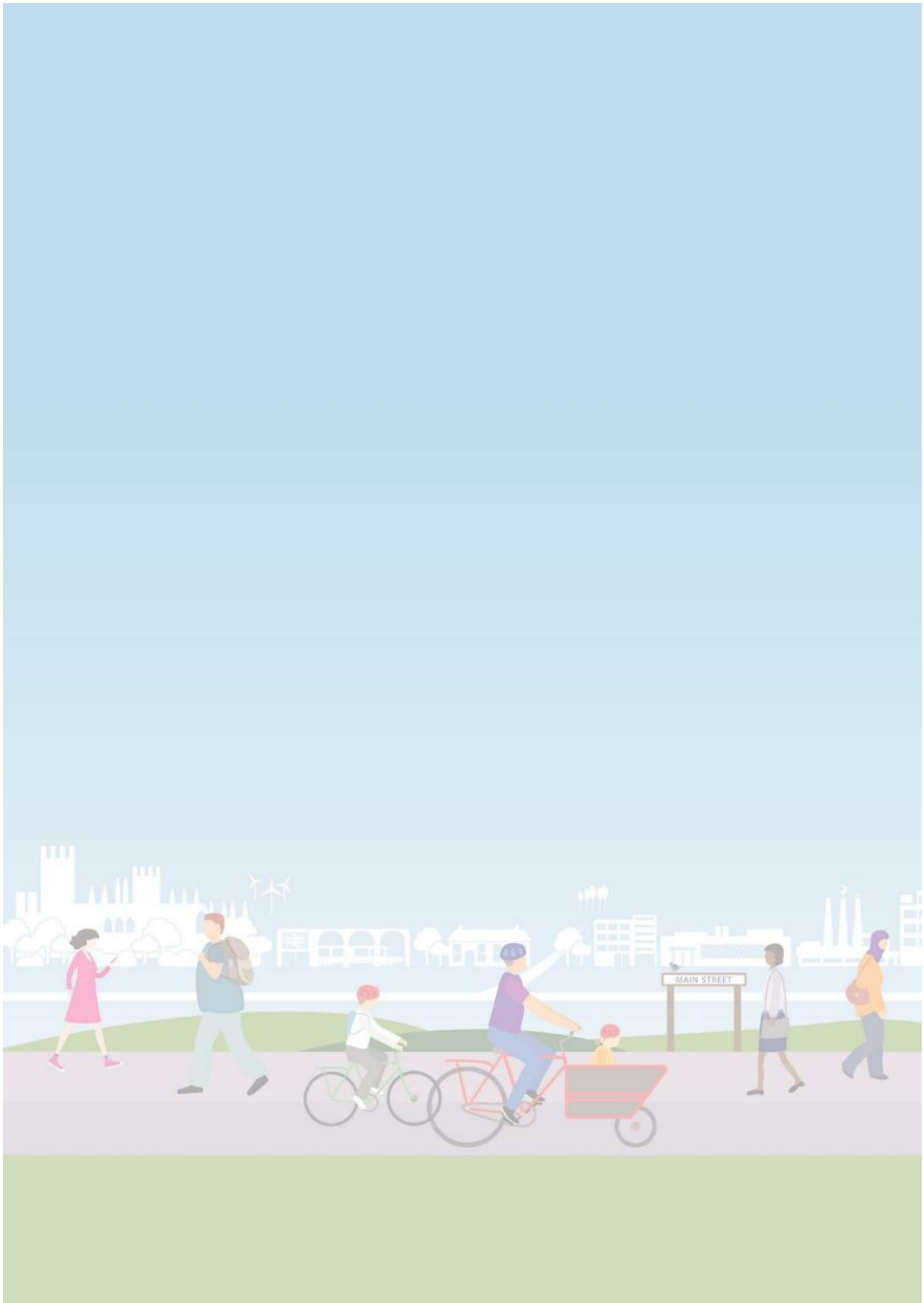
- Add information on signing routes.
- Investigate best practice wayfinding solutions and provide guidance on what is appropriate in Cambridgeshire. This should include app-based wayfinding technologies.

Maintenance

- Add information on future maintenance considerations of Active Travel routes.
- Consider maintenance access of routes including path widths and the ability to gain access with machinery for ad-hoc repairs, cyclic maintenance and winter maintenance.
- Detail design features that may help to minimise future maintenance burdens.
- Add detail of low maintenance planting specifications.

References and relevant publications

- A Guide to Inclusive Cycling
  (Wheels for Wellbeing, 2020)
- British Horse Society – Advice on surfaces for horses
  (July 2021)
- DMRB - CD 143 - Designing for walking, cycling and horse-riding
- Inclusive Mobility – A guide to best practice on access to pedestrian and transport infrastructure
  (DfT 2021)
- Local Transport Note 1/20 Cycle Infrastructure Design (LTN 1/20)
  (DfT 2020)
- London Cycling Design Standards (LCDS)
  (Transport for London, 2016)
- NACTO – Global Street Design Guide
- Pedestrian Comfort Guidance for London
  (Transport for London, 2010)
- Sustrans Traffic-free Routes and Greenways Design Guide
  (Sustrans, 2019)
- Welsh Active Travel Design Guidance
  (Welsh Government, 2014)
- Working together to promote active travel: a briefing for local authorities
  (Public Health England, 2016)


MAIN STREET

Agenda Item No: 6

Fenland Transport Strategy

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director: Place & Sustainability
Electoral division(s):	Chatteris, March North and Waldersey, March South and Rural, Roman Bank and Peckover, Whittlesey North, Whittlesey South, Wisbech East, Wisbech West.
Key decision:	Yes
Forward Plan ref:	2023/038
Outcome:	To update the Committee on the development of a district-based transport strategy for Fenland
Recommendation:	Members are requested to: a) Note the feedback from stakeholder and public consultation on the draft Fenland Transport Strategy; b) Note progress to date and the next steps for the development and prioritisation of schemes contained in the Fenland Transport Strategy; and c) Adopt the Fenland Transport Strategy

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Tel: 01223 703269

Member contacts:
Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair / Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk, Neil.Shailer@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. An update was provided to this committee on 12th July 2022.

1.2 District-based transport strategy for Fenland will be adopted as 'child documents' of the Cambridgeshire and Peterborough Combined Authority's (CPCA) Local Transport & Connectivity Plan (LTCP) when this is finalised later this year. Figure 1 below shows the relationship between the LTCP and the district strategies.

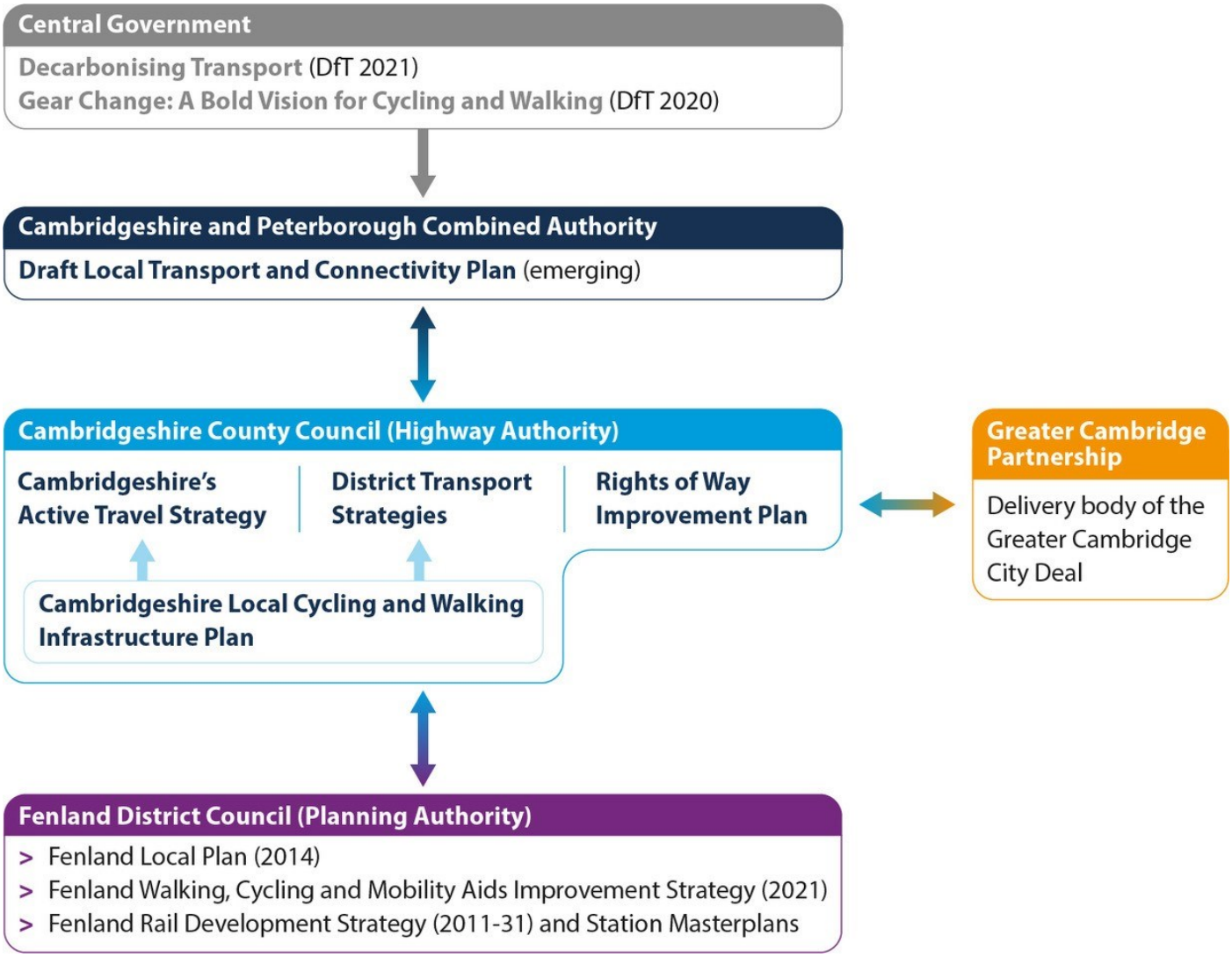


Figure 1: Strategy Relationships

1.3 This report provides an update on transport strategy work for Fenland summarising the outcomes from public consultation on the draft strategy and presenting an updated strategy for approval by this committee.

2 Transport Strategy for Fenland

2.1 District-based transport strategies set out detailed policies and a 'live' emerging action plan for transport investment in each district. Schemes contained in the emerging action plans are then eligible for LTCP Integrated Transport Block funding from the CPCA. 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. It should be noted that active travel schemes for all districts are set out in the Active Travel Strategy rather than in the individual district-based strategies.

2.2 The work on the Fenland Transport Strategy has been co-ordinated with that on the Active Travel Strategy for Cambridgeshire, as well as the CPCA's LTCP.

2.3 The Active Travel Strategy (discussed in a separate report to this committee) provides a comprehensive set of policies that will enable quality provision of active travel infrastructure across Cambridgeshire, with a focus on achieving mode shift from private car journeys that will contribute to the County Council's target to achieve Net Zero Carbon by 2045.

2.4 The Fenland Transport Strategy has been developed in partnership with Fenland District Council and the Member Steering Group. The strategy focuses on improving accessibility and connectivity across the district. The Fenland Transport Strategy replaces the Market Town Transport Strategies for Chatteris, March, Whittlesey and Wisbech. The draft Fenland Transport Strategy can be found in Appendix 1.

Vision and Objectives

2.5 The Vision for the Fenland Transport Strategy is:

> *To prioritise and develop a connected, safe 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 assisting with levelling up the Fenland District.*

2.6 The objectives of the Fenland Transport Strategy are:

- **Objective 1**
  Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities
- **Objective 2**
  Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare
- **Objective 3**
  Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing
- **Objective 4**
  Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably

Stakeholder engagement and public consultation

2.7 A focussed stakeholder engagement exercise was carried out for all three strategies between 9th May and 19th June 2022. A survey was sent to key stakeholders including County and District Councillors, Parish Councils, voluntary organisations and key interest groups seeking feedback on key transport issues, priorities and views on the draft vision and objectives for each strategy. The stakeholder engagement report can be viewed online here: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategies-Stakeholder-Engagement-Report-Final-2022.pdf . Changes have been made to both strategies based on feedback received.

2.8 Public consultation took place between 26th September (the start of the consultation was delayed by two weeks due to the death of Her Majesty The Queen) and 7th November 2022 to seek views on and input into the draft strategies and emerging action plans. The consultation ran in tandem with consultation on the Active Travel Strategy and consisted of:

- In person events around the county (mainly held at markets, supermarkets and shopping centres)
- Consultation material online
- An online survey
- Emails to County Councillors, District Councillors, Parish Councils and stakeholders
- Social media advertising campaign
- Strategy documents and paper copies of the questionnaires being available in libraries across the county.

2.9 Figure 2 Approximate number of attendees at the public consultation events

Location	~No. of people
Fenland	45
Rest of Cambridgeshire (events focused on Active Travel Strategy, with information about Huntingdonshire and Fenland available)	100

Survey responses

2.10 The online surveys for the two strategies were open for six weeks, with regular advertising by press release and social media. Posters were also displayed in community facilities. In total there were 41 respondents, and 13 stakeholders' responses regarding the Fenland Transport Strategy

- The majority of respondents agreed or strongly agreed with the draft vision
- The majority of respondents agreed or strongly agreed with the proposed objectives
- The three most important transport issues identified by respondents were:
  - Lack of public transport
  - Lack of connectivity and accessibility
  - Increasing volumes of traffic

2.11 The public consultation report, summarising responses to the online survey can be viewed here: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategy-for-Fenland-Consultation-Report-Final-2023.pdf

2.12 Many people chose to provide their feedback directly at the consultation events rather than via the online survey - this may help to explain the relatively small number of completed surveys. Feedback received at the public consultation events has been collated, with the key themes summarised below.

2.13 It should be noted that the events took place in the period when Stagecoach announced the withdrawal of some of its rural bus services and before the CPCA process for replacing the services was complete and had been announced.

- Numerous strong concerns about the withdrawal of bus services by Stagecoach, and poor public transport accessibility more generally in rural areas. People highlighted the significant impact on their lives in terms of accessing employment, education, health and other vital services, such as shopping and leisure facilities.
- Lack of connectivity for active travel modes between market towns and transport hubs
- Feedback was also received regarding the Greater Cambridge Partnership (GCP) Making Connections proposals. This has been recorded and shared with the GCP.
- Traffic on the A605 in Whittlesey including Heavy Goods Vehicles

2.14 The consultation has provided useful feedback that has informed the development of the strategies and resulted in a range of changes.

- Add more information and detail regarding the rail network 'ask' and highlighting the importance of the Ely Area Capacity Scheme in delivering an increase in rail services
- Added a brief section on Monitoring and Evaluation- highlight links with the CPCA LTCP and the role of the member steering group in reviewing progress on an annual basis
- Reorganising the Emerging Action Plan and making clearer which schemes were studies and which were projects
- Making it clearer that active travel scheme are within the Cambridgeshire Active Travel Strategy
- Adding more information and clarity provided by consultation respondents

Action Planning Process

2.15 This strategy includes an emerging action plan of schemes. Officers are developing a prioritisation process, based around the Council's Strategic Framework and emerging CPCA LTCP objectives using an EAST (Early Assessment and Sifting Tool) methodology.

- At Highways and Transport Committee on 7 December 2021, it was agreed that priorities should be focused on road safety, active travel, public transport, and climate objectives The H&T Committee further agreed the use of the emerging CPCA LTCP objectives for scheme prioritisation at its meeting on 8 March 2022.
- These priorities will be used to develop a methodology for prioritisation of the emerging action plans, in consultation with the relevant Strategy Member Steering Group and Highways and Transport Committee, and will be in place later this year for the annual budget setting processes for the 2024-25 financial year onwards.
- Active travel routes and schemes that have been identified and prioritised will be eligible for further development and delivery as funding opportunities arise. Some schemes will be funded by or taken forward by partners (for example CPCA, GCP, district councils), or by developers, while other schemes require further investigation or study before funding can be identified for delivery.

2.16 The prioritisation of schemes from the district Transport Strategies and Cambridgeshire's Active Travel Strategy / LCWIP for development and delivery will then be reviewed on an annual basis and brought back to Highways & Transport Committee for approval as part of the annual budget setting process. This will involve consultation on the prioritisation with the Member Steering Groups for each district strategy.

2.17 Tier 2 (route-based) active travel schemes as shown in the maps of the Cambridgeshire vision of a connected active travel network will be prioritised in accordance with the methodology set by central government for the Local Cycling and Walking Infrastructure Plans and added to an updated Cambridgeshire LCWIP. Localised active travel schemes (for example, pedestrian / cycle crossings, wayfinding, promotional initiatives) will use the district-based methodology explained below to create a prioritised list of wider active travel schemes and initiatives.

2.18 The prioritisation of schemes from the district Transport Strategies and Cambridgeshire's Active Travel Strategy / LCWIP for development and delivery will then be reviewed on an annual basis and brought back to Highways & Transport Committee for approval as part of the annual budget setting process. This will involve consultation on the prioritisation with the Member Steering Groups for each district strategy.

2.19 The next steps for the Fenland strategy development work are set out below:

Accessibility Report / evidence base	Complete
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Progress update	Complete
Public consultation	Complete
Adoption of Strategy	March 2023
Prioritisation of schemes	Report back to H & T committee in autumn 2023
Annual review of action plans / scheme prioritisation	Report back to H & T committee annually

3 Alignment with Corporate Priorities

3.1 Environment and Sustainability

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

- The strategy aims to improve transport in a sustainable way across Fenland
- The natural and build environment were considered as the strategy was developed

3.2 Health and Care

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

- Focusing on improving accessibility to key services in Fenland including health care the strategy should improve access to health care for those in Fenland.
- A focus on active travel will also improve the health of those in Fenland both by increasing levels of activity and improving air quality

3.3 Places and Communities

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.
- Public consultation and stakeholder engagement has been undertaken to inform the objectives, policies and schemes
- 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

3.4 Children and Young People

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

- The Strategy has been developed to improve access to key service including education which should have benefit to children and young people
- The approach taken by the strategy is one of sustainability. "Sustainability means meeting our own needs without compromising the ability of future generations to meet their own needs".

3.5 Transport

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

- The Fenland Transport Strategy aims to improve transport for all those living and travelling in Fenland. The strategy first set the vision and objectives and states how these are going to be delivered through the policies and emerging action plan.

4 Significant Implications

4.1 Resource Implications

The following bullet point 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.

4.2 Procurement / Contractual / Council Contract Procedure Rules Implications

All procurement activity will be undertaken in accordance with the Council's Contract Procedure Rules.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

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

- Equality Impact Assessments are being undertaken for the Fenland Transport Strategy.

4.5 Engagement and Communications Implications

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

- Stakeholder engagement was carried out in May and public consultation on the strategies took place between September and November. This included an online survey, in person drop in events, social media advertising. Feedback from the events and survey has been used to make amendments to both the strategies.

4.6 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 District Councillors. Local County Councillors where offered the opportunity to feed into work as stakeholders and through consultations on the emerging or draft strategies.

4.7 Public Health Implications

The following bullet points set 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.
- "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.

4.8 Climate Change and Environment Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.
Status: Neutral
Explanation: There are no implications in this area.

4.8.2 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.

4.8.3 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.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Status: Neutral
Explanation: There are no implications in this area.

4.8.5 Implication 5: Water use, availability and management:
Status: Neutral
Explanation: There are no implications in this area.

4.8.6 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.

4.8.7 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.

5 Source documents

- Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity 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)
- Fenland Accessibility Report: https://www.cambridgeshire.gov.uk/asset-library/Fenland-Accessibility-Report-2022.pdf
- Stakeholder engagement report: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategies-Stakeholder-Engagement-Report-Final-2022.pdf
- Public consultation report: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategy-for-Fenland-Consultation-Report-Final-2023.pdf
- Cambridgeshire County Council Strategic Framework: https://www.cambridgeshire.gov.uk/council/finance-and-budget/business-plans/business-plan-2022-to-2023
- Equality Impact Assessment: https://www.cambridgeshire.gov.uk/asset-library/Equality-Impact-Assessment-Fenland.pdf

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 Head of Procurement and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your Service Contact? Yes
Name of Officer: David Allatt

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: David Allatt

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

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

Appendix 1: Fenland Transport Strategy

March 2023

Fenland Transport Strategy

Fenland District Council

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Cambridgeshire County Council

If you would like a copy of this document either in Braille, large print or in other languages, please contact us, preferably by email: Transport.Plan@Cambridgeshire.gov.uk or telephone: 0345 045 5200

Contents

Glossary and acronyms

AQMA	Air Quality Management Area
CCC	Cambridgeshire County Council
CPCA	Cambridgeshire and Peterborough Combined Authority
CPE	Civil Parking Enforcement
CRP	Community Rail Partnership
DfT	Department for Transport
EV	Electric vehicle
FDC	Fenland District Council
HGV	Heavy goods vehicle – a vehicle weighing over 3.5 tonnes
ICE	Internal combustion engine
LCWIP	Local Cycling and Walking Infrastructure Plan
LNRS	Local Nature Recovery Strategy – a new mandatory system of spatial strategies for nature established by the Environment Act 2021
LSTF	Local Sustainable Transport Fund
LTCP	Local Transport and Connectivity Plan
LTP	Local Transport Plan
NMU	Non-motorised user
NPPF	National Planning Policy Framework
ROWIP	Rights of Way Improvement Plan
RTPI	Real Time Passenger Information

S106	Section 106 of the Town and County Planning Act 1990. A legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of the development
Section 19 and Section 22 permits	Organisations that provide transport on a 'not-for-profit' basis can apply for permits under Section 19 or Section 22 of the Transport Act 1985. These permits allow the holder to operate transport services for hire or reward without the need for a full public service vehicle operator's (PSV 'O') licence.
SPD	Supplementary Planning Document
TA	Transport Assessment
TS	Transport Statement
ULEV	Ultra-Low Emission Vehicle

Introduction

This document provides both the strategic framework and action plan of schemes for improving transport, whilst addressing the wider challenges facing Fenland and beyond.

Introduction

Fenland District

Fenland is located to the North of Cambridgeshire covering an area of approximately 200 square miles, much of which is rural and sparsely populated (1.9 people per hectare 2021)[1] with diverse communities, each with different needs. The sub-regional centres of Cambridge (to the south), Peterborough (to the west) and King's 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.

Most of the population is located in four key towns, March, Wisbech, Chatteris and Whittlesey. The total population for Fenland at the 2021 Census was 102,500, a 7.6 per cent increase from 2011. Broadly, Fenland has seen higher population growth in the age groups of 50 years and over[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 section 'Wider context and partnerships'.

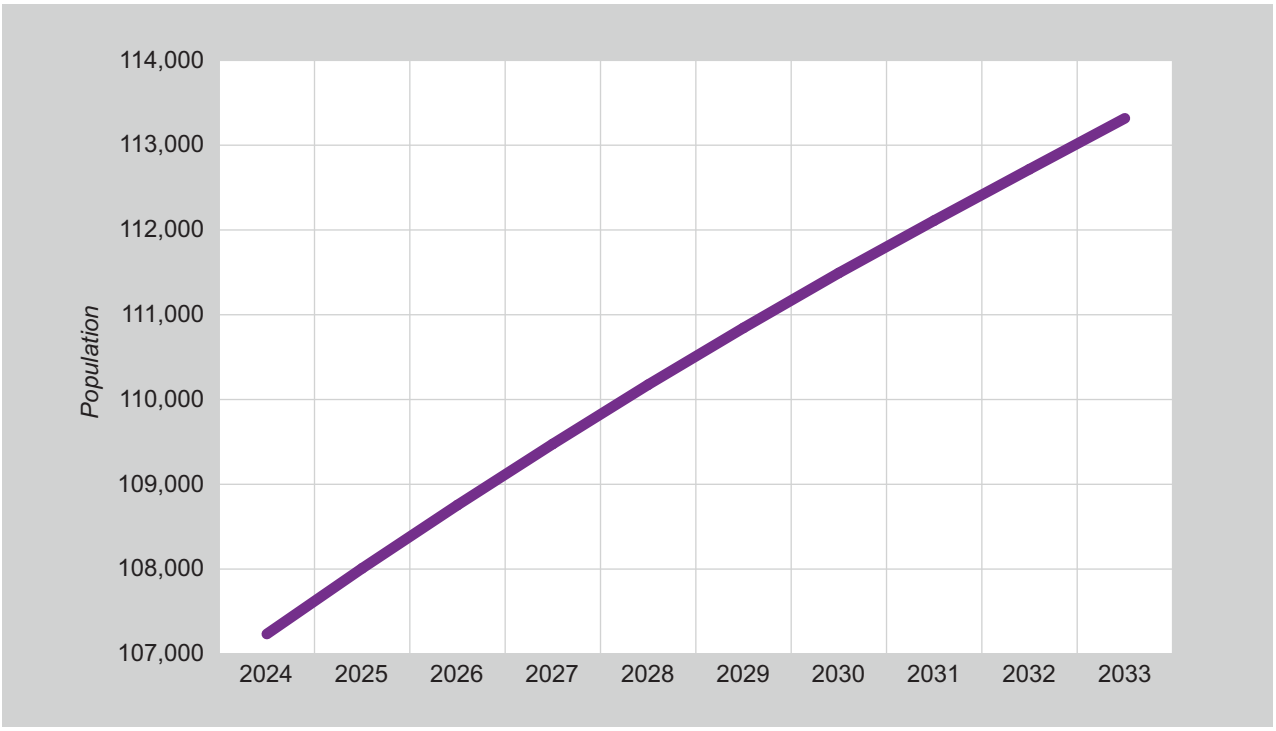
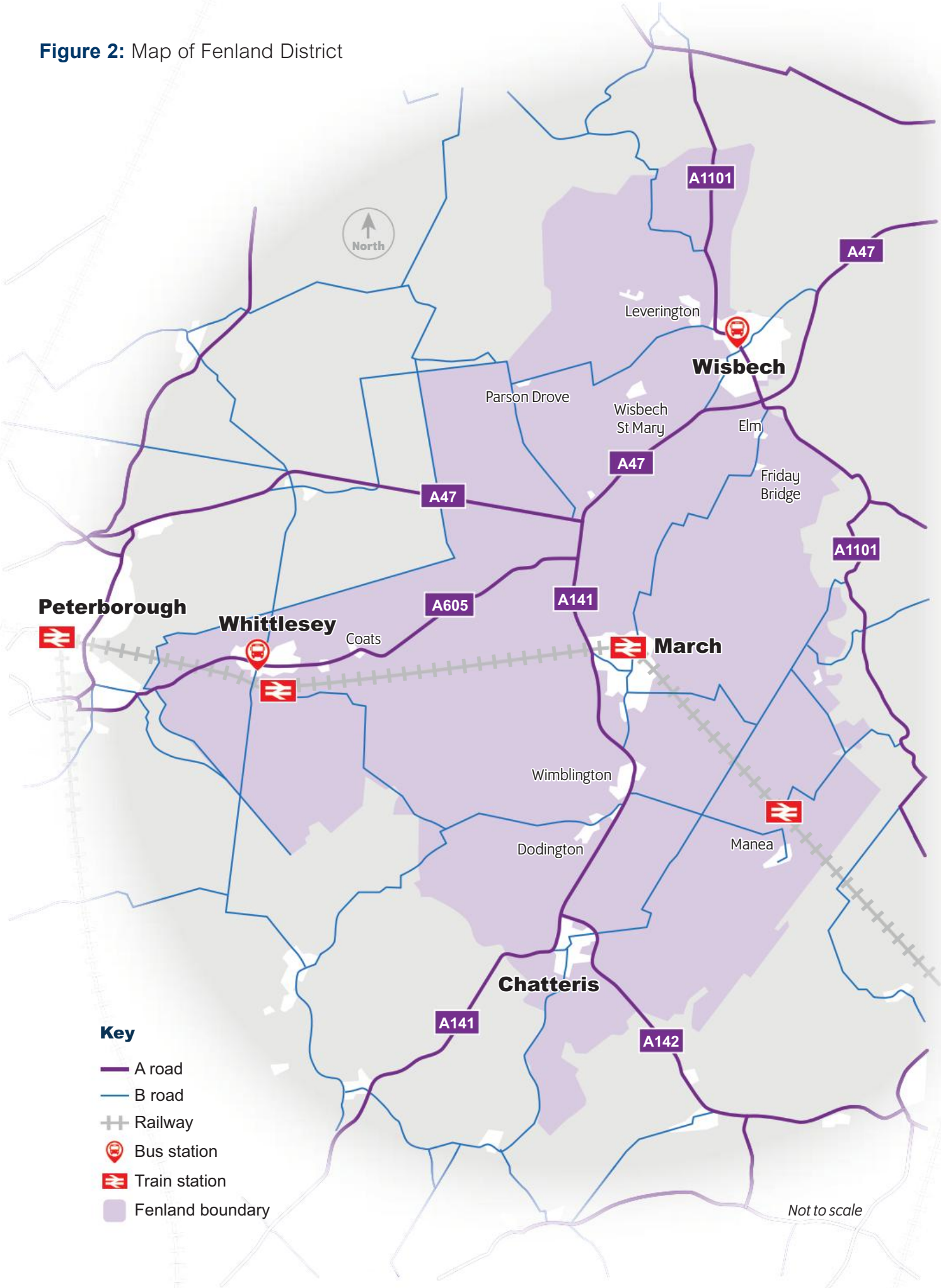


Figure 1: Fenland Population Projections, Source: Population Projection, *Cambridgeshire Insight*[3]

Figure 2: Map of Fenland District



Fenland's challenges – at a glance

There are many challenges, illustrated below, that affect Fenland, some of which are quite unique to the area. Together they pose a significant barrier to ease of access to key services for residents and workers. Changes to transport provision, both negative and positive, can significantly impact upon these challenges. Equally, the challenges people face has a subsequent impact on the provision of transport, creating a transport trap resulting in transport poverty for many without alternative options.

These challenges are particularly acute in Fenland where there is a transport infrastructure deficit.

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. See section 'Accessibility in Fenland' for more detail.

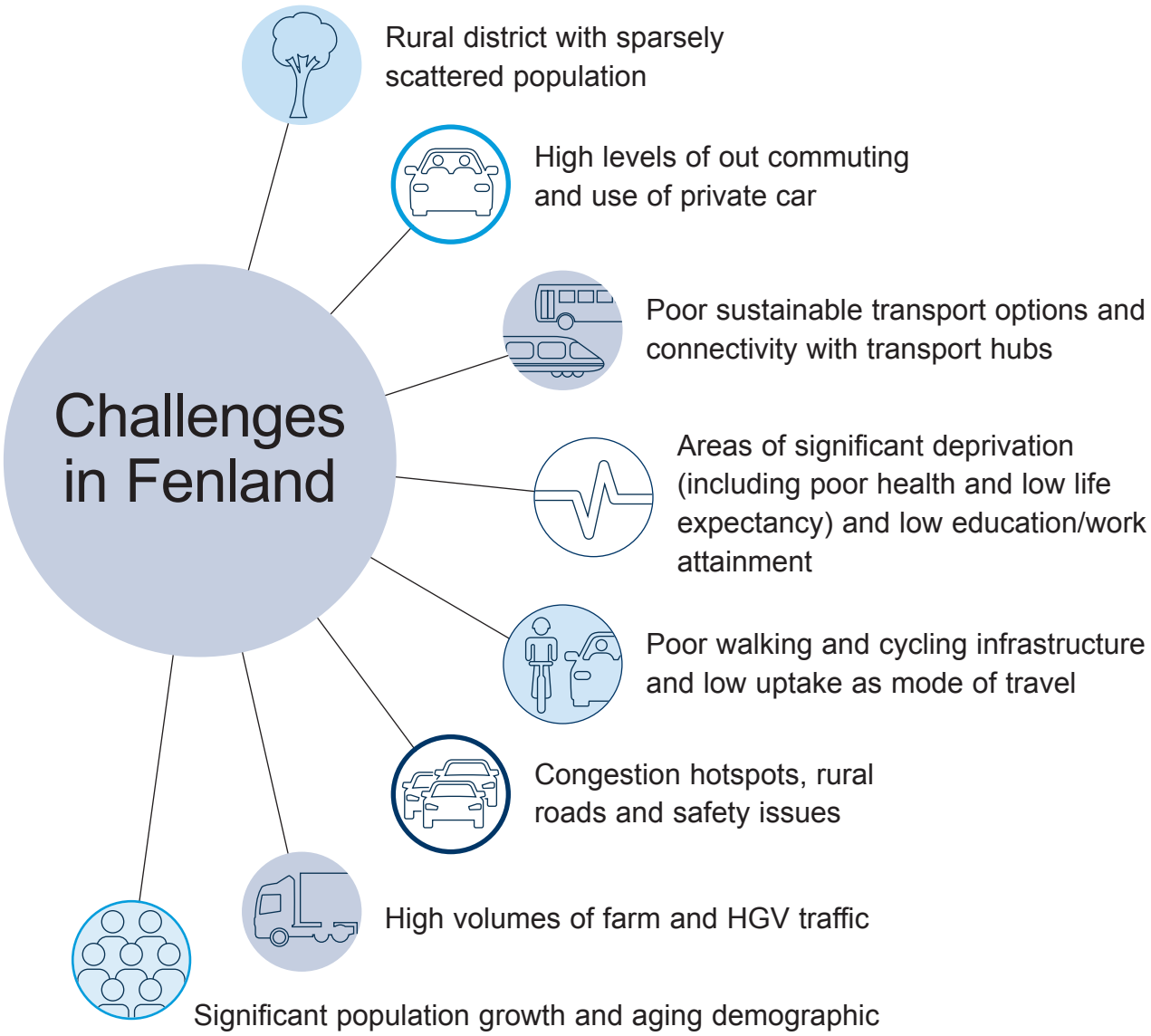


Figure 3: Transport challenges in Fenland

The CPCA draft LTCP highlights the following as the key transport challenges in the Fenland district.

Draft LTCP Key Fenland Transport Challenges

Access to opportunity
A lack of joined up public transport for communities limits opportunities for people to better themselves through work and education. This makes tackling inequality and poverty in the region harder.

Buses
Bus services have reduced a lot over the last decade. Services run mainly between towns, and do not run often enough to make it better than driving. Evening and weekend bus services are almost non existent.

Lack of joined-up transport
Cycling and walking, buses, rail and community transport is not joined up, which means most people use a car to travel.

Car use
A very rural district and a lack of joined-up public transport options means that many people rely on cars. This in turn cuts demand for public transport, increases congestion and puts people off cycling and walking because of the busy roads. It also increases pollution, harming health and carbon emissions. 20 per cent of residents do not have access to a car, so many people are cut off from job and education opportunities, as well as important services like healthcare.

Rail
March, Whittlesey and Manea have stations, but only March has an hourly service between Cambridge, Peterborough and Stansted. Early morning and evening services are almost non existent, meaning people can't reliably use rail to go to and from work.

Road traffic
Fenland's main roads are rural, single-carriageway A-roads. Key junctions in and around the market towns suffer peak time traffic congestion, costing people and the economy time and money.

The above shows there is clear alignment on the key transport challenges in Fenland.

Funding will be required to address the challenges. More information on funding is provided in section 'Funding'.

Opportunities

Whilst Fenland has its challenges there are opportunities that can be considered when improving transport and accessibility in Fenland. These include the following but are not limited to this list:

> There are three railway stations in Fenland providing access to the rail network for some residents.

- There is potential for new technology to assist in addressing transport challenges in Fenland. For example, e-bikes may have a role to play in helping people cycle longer distances, noting that not all options will be suitable for everyone.
- There is a strong community transport provision covering the district, providing an important travel option to many residents who do not drive and have mobility issues.
- Flat terrain and low level of rainfall makes active travel easier and more attractive for users.
- The approach to improve walking and cycling creates a more accessible transport system for more people including those on lower incomes and those without access to a car.
- Increased active travel can assist in addressing wider health issues such as obesity, diabetes, cardo vascular and mental health conditions. More information is available in the Joint Strategic Needs Assessment (JSNA) themed report Active Transport[4].
- The market towns within Fenland are compact with generally good permeability between different areas allowing for improved connectivity.
- There is generally a greater public willingness to embrace walking and cycling linked to the COVID-19 pandemic which saw increases in use of these modes.
- The National Cycle Network[5] has two routes in Fenland. Route 63 which connects Peterborough, Whittlesey, March and Wisbech and Route 1 which connects Wisbech with King's Lynn.
- There are three long-distance walking routes that go through Fenland – Nene Way, Hereward Way and the Greenwich Meridian Trail.

Strategy scope

The purpose of this transport strategy is to:

- address known, current and future transport issues in the district of Fenland
- be consistent with the overarching transport vision and polices set out in the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP)
- provide the transport vision and detailed policy framework and action plan of transport schemes for Fenland to address the specific current and future challenges identified
- support the Fenland Local Plan and take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth
- acknowledge the role transport has in working towards achieving the wider aims and objectives of the CPCA, CCC and FDC in improving the health, wellbeing, inclusivity, safety and future prospects of Fenland residents, as well as the long-term environment targets and future economic prosperity of the area.

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).

Fenland District Council have launched a guide to help explain the transport planning process. The guide was developed with the Hereward Community Rail Partnership in collaboration with Cross Country Trains. The Transport Planning Guide for Local Communities[6] is available online.

Recent projects

There have been many projects that have been developed or delivered in recent years across Fenland.

> **King's Dyke crossing –** a new scheme was required to allow for housing and job growth within Whittlesey, and to reduce journey times along the route. This scheme was opened in July 2022.

> **Wisbech Access Strategy –** a package of individual transport schemes that aim to improve the transport network in Wisbech to support future housing and job growth. An initial phase of a short-term package of schemes received funding for further design and delivery. Other identified schemes are included within the Action Plan.

> **March Area Transport Study –** a study to identify potential transport infrastructure improvements to make travel easier around March. With a focus on congestion hotspots, several larger schemes have been developed to aid future growth to the area, supported by the implementation of a package of quick-win schemes and wider Broad Street public realm improvements secured through a successful Future High Street Fund bid.

> **Fenland railway improvements –** the Fenland Rail Development Strategy 2012, action plan and railway station masterplans have resulted in secured funding for several improvements at Manea, March and Whittlesea railway stations. Significant improvements to March station platform 1 was completed in 2022.

> **A47 Guyhirn junction improvement –** a £17m scheme delivered by National Highways, with the aim to reduce congestion, improve journey times and increase safety, was completed in March 2022.

Accessibility in Fenland

Poor access to key services in Fenland has been a long-term issue. An updated assessment of the current transport challenges faced in Fenland and the extent of transport poverty was required to support the development of the Fenland Transport Strategy.

Accessibility in Fenland

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[7] 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, focusing on the following categories:

- Accessibility to hospitals
- Accessibility to market towns
- Accessibility to education
- Accessibility to bus services
- Accessibility to rail stations

Summary of the key findings of the Accessibility Report

The main highlights of the Accessibility Report are as follows:

a. Accessibility to and from Fenland is more challenging now than in 2004–2006 and is the worst affected area in the country for transport poverty. This is largely due to:
   - more limited bus services, for example, Chatteris has seen a significant reduction in bus services between 2010 and 2020. From being one of the most accessible places in Fenland, acting as a transport hub for the district, to having much reduced and typically infrequent bus service provision
   - health policies around centralising medical services, for example, policies such as NHS choice. It is noted that the model of delivery has changed since the accessibility report was written with more services being delivered locally
   - location and access to higher education courses, specifically access to the right course.

b. There is high dependency of travel by private car to access key services, increasing the gap in accessibility and opportunity for residents without access to a car.
   - Twenty per cent 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.

- Levels of walking and cycling in Fenland are low compared to county averages, and also slightly below the average for England. This lack of alternative travel option supports the dependency of travel by car, and the subsequent isolation of non-car users.
- The least accessible places in 2006 and 2020 are typically smaller settlements that are geographically located in more isolated places where alternative transport provision is most challenging to provide.

The report has also identified recent improvements or opportunities that, if not available, would significantly worsen the existing transport poverty in Fenland:

c. The importance of the railways in Fenland offering shorter journey times, for example, the success of improving accessibility to and from Manea following train service improvements – from one of the least accessible places to one of the most accessible (for those who are able to use train services).

d. 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 COVID-19 pandemic, the shopping service.

e. The importance of the community hospitals in Fenland, especially given the longer distances to specialist hospitals.

f. Digital connectivity has significantly improved across the district and offers further opportunity for remote access to services, reducing the need to travel for many services. However, the significance of this will be dependent on level of use (due to affordability, availability or ability to use the services) and will not replace the need, and desire, to travel.

Improving accessibility in Fenland

Addressing accessibility is critical to addressing wider social and economic issues that exist within Fenland, such as poor educational attainment and access to employment. The following specific improvements have been identified:

- 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.
- Improving access to Doddington Hospital given its more isolated location.
- Proximity to bus stops: significant work has been undertaken to ensure that as many households as possible are within 400 metres of a bus stop. However, changes to bus services and frequency of bus services impacts on the effectiveness of this approach.
- Providing evening and weekend travel for people who do not have a car.
- Developing interchanges: interchanges are needed to get people living in smaller communities to town centres and for further onward travel.

- The need for a different approach to the provision of 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 will be explored further as part of continued work by the CPCA Buses Reform Enhanced Partnerships and Franchising.
- Murrow remains one of the least accessible places in Fenland – the challenge of improving accessibility typically relates to smaller settlements that are geographically located in more isolated places which needs to be addressed. Previous attempts to provide solutions, including increased bus services, have been unsuccessful, therefore alternative approaches are needed.
- Improving walking and cycling levels: this is essential to improve accessibility but also for improving health, another inequality that is highlighted for Fenland.

Report summary

This Accessibility Report has concluded that the following key themes should be considered within the Fenland Transport Strategy:

- Access to hospitals for specialist services.
- Access to colleges and further/higher education courses.
- Transport services at key times, e.g., for access to work or education.
- Transport services in the evenings and weekends.
- Improving walking and cycling infrastructure and information.
- Ensuring the opportunities that digital connectivity can bring are maximised for all, and options to reduce the need to travel longer distances are explored, e.g., mobile libraries, mobile banks and IT training for the community.
- Ensuring services are suitable for the diverse needs of the communities.

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 services 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 it were highlighted.

Vision and objectives

Having a long-term transport vision for Fenland will ensure future decisions support the journey to a healthier, safer, more prosperous future for those who live and work in Fenland.

Vision

To prioritise and develop a connected, safe 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 and assisting with levelling up the Fenland district.

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. 'Levelling up' is described in the government 2022 White Paper[8] as, "While talent is spread equally across our country, opportunity is not. Levelling up is a mission to challenge, and change, that unfairness.

Levelling up means giving everyone the opportunity to flourish. It means people everywhere living longer and more fulfilling lives and benefitting from sustained rises in living standards and well-being." Developing an inclusive transport network that enables access to employment, education and health care will be vital in delivery of levelling up.

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

As a rural district with limited public transport and active travel options, people currently rely on cars for most trips. However, 20 per cent of Fenland residents do not have access to a car. Whilst the strategy acknowledges the current dependence on use of a private car, it aims to provide viable alternatives in line with the CPCA LTCP, Cambridgeshire County Council strategic priorities, net zero targets and declaration of a climate emergency. The policies and schemes in this strategy aim to reduce car dependency and increase demand for public transport, reduce congestion and make walking and cycling more attractive.

It is vital that all transport schemes consider the impact of road safety on all users. For example, a junction improvement needs to consider the safety impact it will have on both motorists and non-motorised users. This will help deliver the Vision Zero's partnership objective that,

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

More detail around road safety is provide below in section 'Policies'.

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 through a more connected, joined-up approach, enhance and improve network facilities, and make daily 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[9] (see Wider context and partnerships section below). 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 generations to meet their own needs. In order to achieve this, many different competing priorities and issues need to be balanced.

Objectives

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

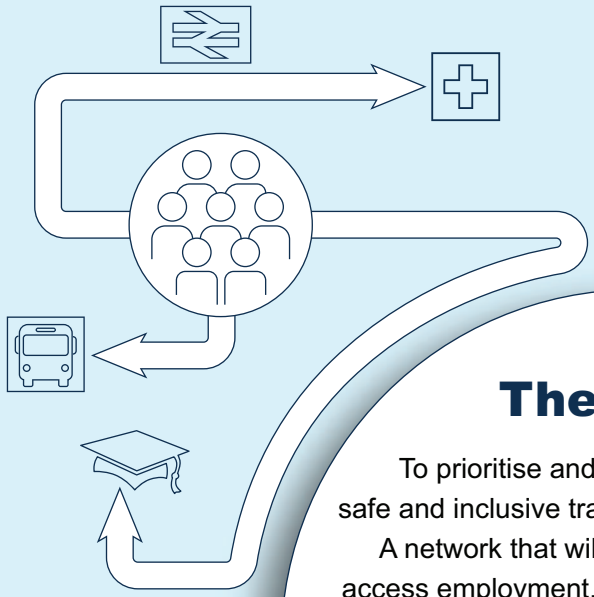
These objectives have been developed through local member engagement, considering the significant challenges facing the district, as well as wider County Council priorities.

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 of all the partner organisations, as well as the transport priorities for the region as set by the CPCA through the LTCP. The following section highlights the vision and key objectives from such key documents and shows how they are aligned with the Fenland Transport Strategy Objectives.

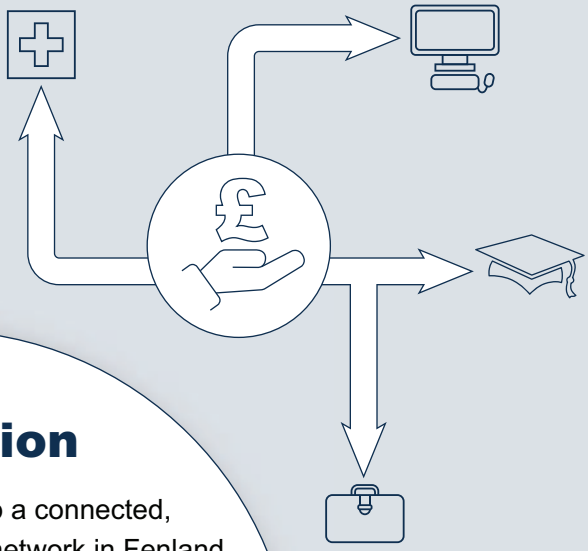
Objective 1

Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities.



Objective 2

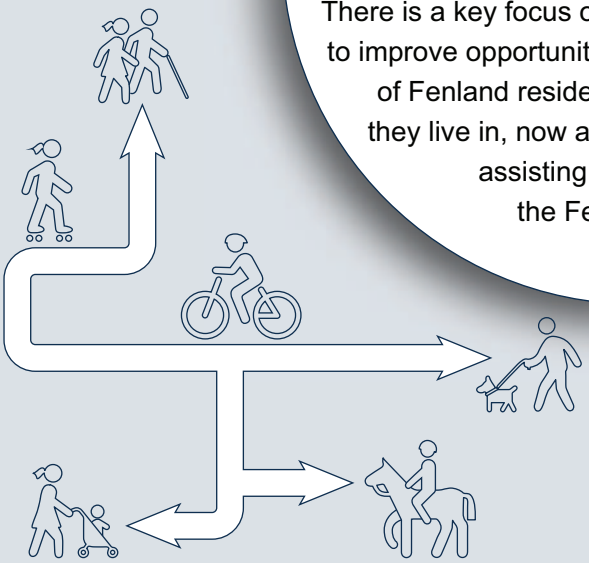
Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare.

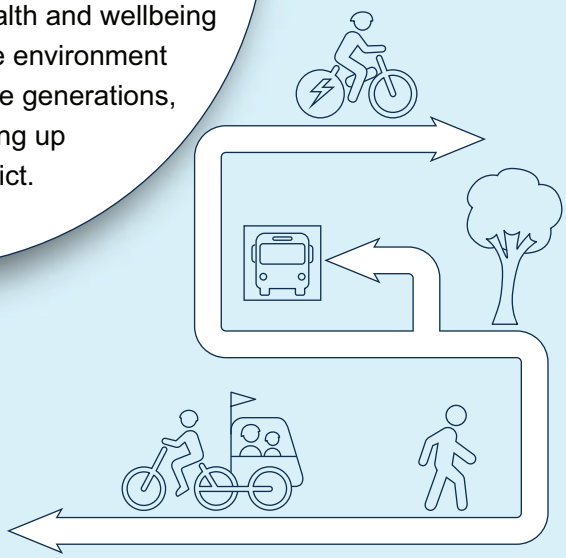


The Vision

To prioritise and develop a connected, safe 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, assisting with levelling up the Fenland district.





Objective 3

Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing.

Objective 4

Meet the challange of climate change and enhance the natural environment by encouraging people to travel more sustainably.

Figure 4: Vision and objectives

Draft 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.

Draft LTCP key aims and objectives

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

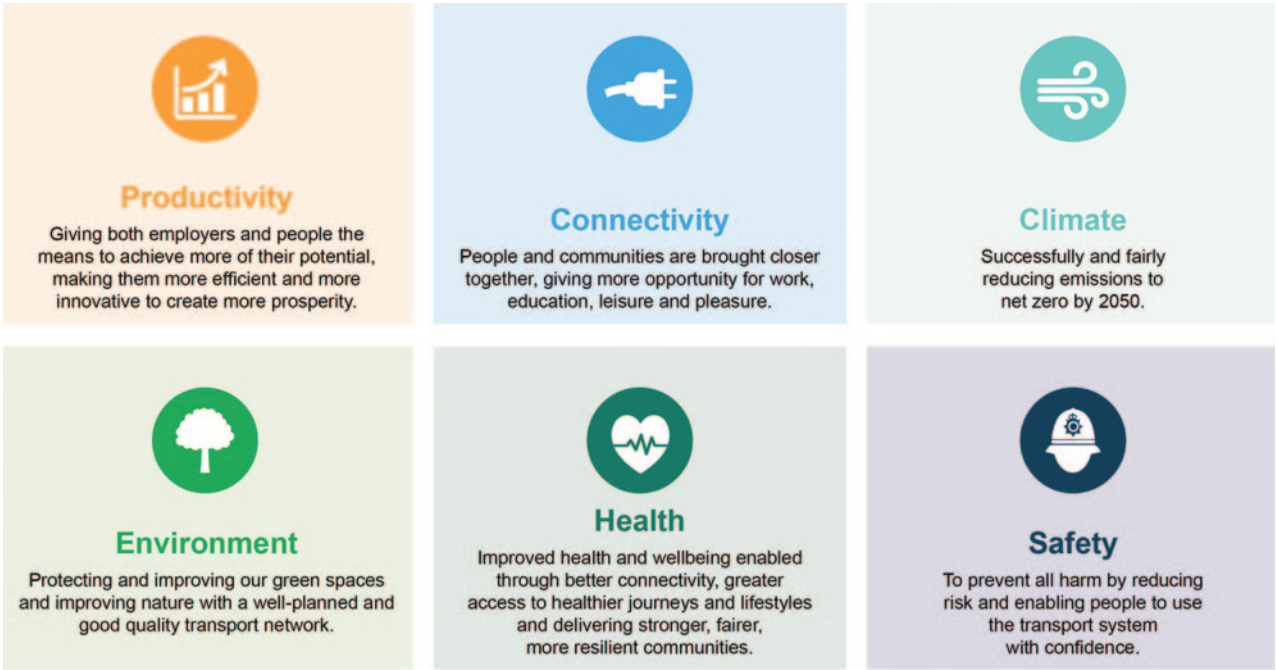


Figure 5: Draft LTCP key aims and objectives

The draft LTCPs approach to better transport in Fenland is summarised below:

New Wisbech rail link

An innovative rail or ultra-light rail option to better connect Wisbech to onward journeys. It will be reliable, regular and be a better choice than the car.

Cut road bottlenecks

Work on improvements to the A47 have started, including looking at how to address capacity limits on the road. Improvements to busy junctions in Wisbech, better transport in March and the completion of the King's Dyke crossing at Whittlesey will help cut congestion.

More cycling and walking

Fenland District Council adopted its Walking, Cycling and Mobility Aid Strategy in November 2021. This will improve walking and cycling in towns and villages and between the main towns.

Accessibility plan

Fenland District Council and Cambridgeshire County Council are developing a Fenland Transport Strategy, to find out exactly where transport is poor and then develop solutions.

More public transport

Support more frequent bus services between key routes – Wisbech, Whittlesey, March, Chatteris, Peterborough and King's Lynn. Ensure that these services are properly joined up and are also supported with community transport services like those offered by FACT and new Uber-style services.

Regeneration of Fenland rail stations

Better facilities for users to encourage more people to use the train.

Cambridgeshire County Council Strategic Vision and Corporate Priorities[10]

Strategic Vision

Creating a greener, fairer and more caring Cambridgeshire.

Corporate Priorities

The five Corporate Priorities are our key areas of focus which drive and direct the council to achieve its vision. The five priorities are listed below with the relevant details highlighted.

1. Environment and Sustainability
   We are committed to tackling climate change and sustainability, so we will ensure all spending and investment decisions consider net zero to reduce carbon emissions, and environmental criteria have equal weight with social and financial criteria in all our contracting.
2. Health and Care
   We are committed to ensuring people in Cambridgeshire enjoy health, safe and independent lives.
3. Place and Communities
   We are committed to ensuring communities are inclusive, creative and equitable.
4. Children and Young People
   We are committed to ensuring children and young people have the opportunity to thrive.
5. Transport
   We are committed to enabling safer and sustainable travel around the country, so we will:
   - invest more in road, footway and cycleway maintenance as well as routine gully clearance
   - undertake consultation with communities openly and transparently on highway projects that affect them
   - encourage more residents to make use of active and sustainable travel options
   - support infrastructure development and securing safe routes and connections for pedestrians and cyclists
   - work in partnership with local communities to make the option of 20 mph zones more widely available and easier to obtain.

Fenland District Council Corporate Priorities[11]

Figure 6: Fenland district council corporate priorities

Policies

The policies outlined in this section address the accessibility challenge of those living and working in Fenland.

They also provide the framework which should underpin any transport improvements in the district.

Our policies

This Transport Strategy for Fenland is designed to complement, reflect and align with a range of plans and strategies and contribute directly to a whole range of policy outcomes. These include health and wellbeing, equality and 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 set the overarching transport vision for the region. The CPCA have responsibility for 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 set out the overarching approach and key principles of the Fenland Transport Strategy. It should be noted that these policies do not cover how CCC maintains the highway network, including the active

travel network. More information is provided on how maintenance is carried out under the road network section.

Policy FTS1: 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. In the shorter term the private car will continue to play a role in some people's access to key services. However, improvements will be prioritised to people's access to retail, education, employment and healthcare 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 objectives 

Policy FTS2: 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 can travel by foot, bicycle or by passenger transport to key services and facilities.

Access by walking, cycling and public transport will be considered in all new developments, ensuring that planning contributions are sought for transport improvements where appropriate. It is noted that the viability of some development sites in Fenland can be challenging and there are competing things that require funding from a limited amount of funding. It is, however, vital that new developments provide safe and sustainable travel.

Key references:

- Cambridgeshire's Active Travel Strategy for Cambridgeshire
- Active Travel Toolkit for New Developments

Linked to objectives 

Policy FTS3: Applying the road user hierarchy

An important part of embracing active travel is putting those who walk or cycle at the top of our transport user hierarchy. The 2022 updates to the Highway Code put more emphasis on protecting the most vulnerable users of the road network, including horse riders. The road user hierarchy, as illustrated overleaf, is based on Manual for Streets[12] (DfT, 2007) and puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians reflects the need to consider all vulnerable non-motorised users such as horse riders in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted.

The road user hierarchy should be considered alongside the 'Place' and 'Movement' concept set out in the LTCP that will identify the suitability of any new or improved transport scheme within a specific location and should be referred to alongside this policy.

Linked to objectives 

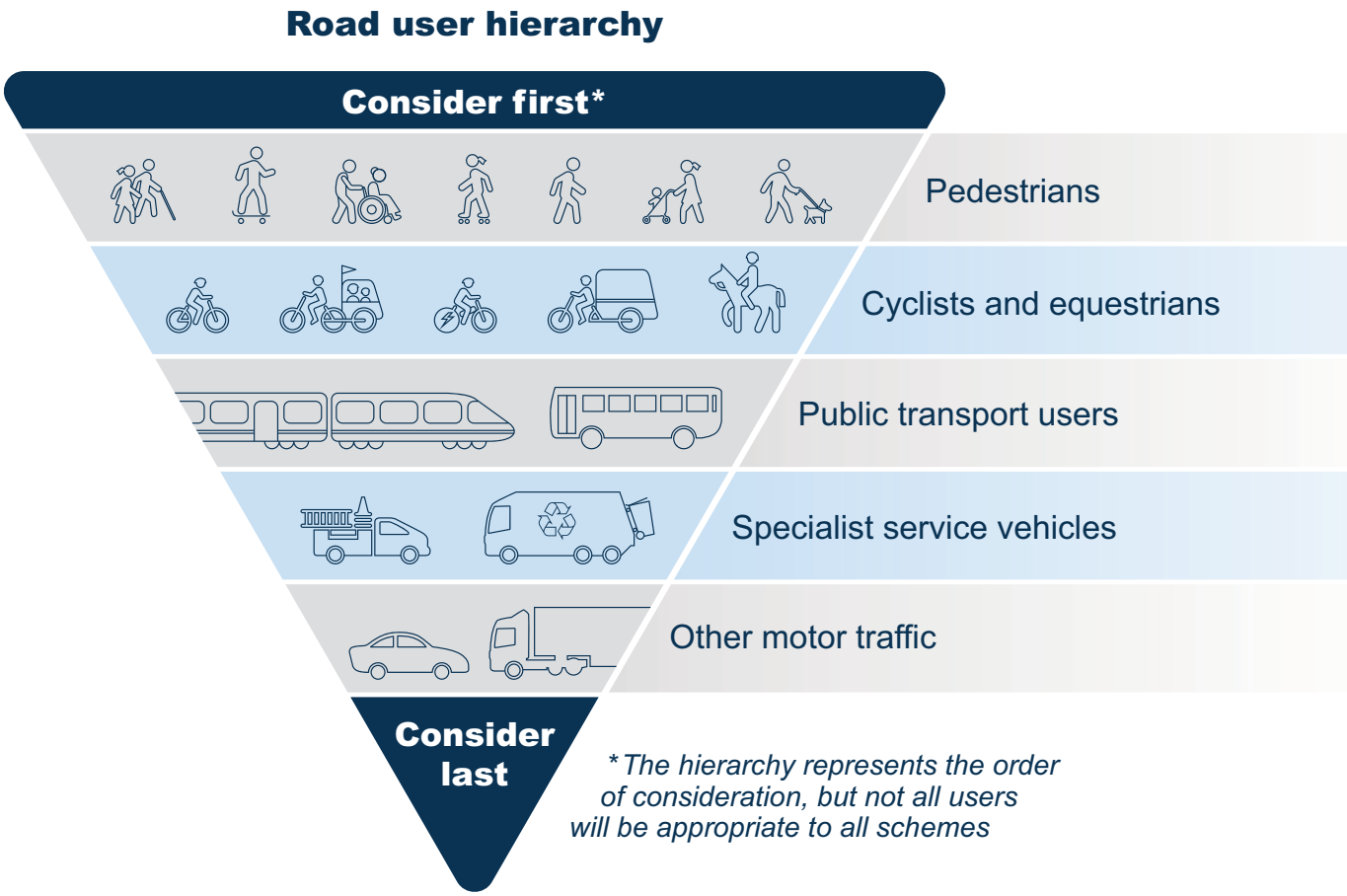


Figure 7: Road user hierarchy

Policy FTS4: Improve the integration of all modes of transport and provide good connectivity between them

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, for example driving or walking to a railway station. A more joined-up approach will need to be achieved to make journeys by sustainable modes an attractive option.

Ensuring that safe routes are provided where journeys to transport hubs are easily undertaken on foot or by bike will open up travel options for those who do not have access to a car and increase the opportunity to travel entire journeys by sustainable modes.

Linked to objectives

Policy FTS5: 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 objectives 

Policy FTS6: Seek to influence and work with planning authorities to co-locate housing and services/facilities to reduce the need to travel long distances and safeguard land for transport schemes

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 focused 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.

Sometimes there is value in safeguarding land for key transport infrastructure and routes. We will work with the planning authority through the local planning process to investigate safeguarding land for schemes when appropriate. Potential schemes for the consideration of safeguarding include: Wisbech rail reconnection, Wisbech Access Strategy schemes, A47 improvement and March Access study schemes.

Linked to objectives 

Policy FTS7: 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.

It is noted that the viability of some development sites in Fenland can be challenging and there are competing things that require funding from a limited amount of funding. It is however vital that new developments provide safe and sustainable travel.

Key references:

- Cambridgeshire's Active Travel Strategy
- Active Travel Toolkit for New Developments
- Fenland Walking, Cycling and Mobility Aid Strategy[13]
- Fenland Rail Development Strategy 2011–2031[14]

Linked to objectives

Policy FTS8: 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 might 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 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 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[15] guidelines provide more information on development planning.

Linked to objectives

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. Other non-motorised users (NMU), such as equestrians, need to be considered when developing or improving the active travel network as well as links to the wider green network.

Improvements to active travel provision would provide an affordable means of travel for Fenland residents who do not have access to a car. Increased take up of active travel would also have wider beneficial impact on the high level of inactivity of Fenland residents and subsequent physical and mental health issues.

Safety is a particular barrier to those who would otherwise choose to walk or cycle more. The rural roads, long routes and inadequate existing infrastructure in Fenland will need to be addressed to make walking and cycling a safer and more appealing travel option.

Issues with congestion and 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, means there is a need to reduce the number of journeys made by car in Fenland and beyond. 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.

Cambridgeshire's Active Travel Strategy[16], and the Fenland Cycling, Walking and Mobility Aids Improvement Strategy[17] (FDC, 2021) provides the detailed local policy approach for active travel, with the aim to increase mode shift from private car and should be read in conjunction with the policy below. The Cambridgeshire Rights of Way Improvement Plan (ROWIP 2016) is a statutory document that 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 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 on the network. The ROWIP should be considered in conjunction with this strategy. The Cambridgeshire Active Travel Design Guide sets out how all users are considered appropriately as active travel schemes are designed and delivered.

Policy FTS9: Delivering an integrated cycle and walking network

The overarching approach to active travel is set out in Cambridgeshire's Active Travel Strategy. 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 option for linking with public transport routes as part of a longer journey. With the availability of e-bikes and an improved active travel culture, walking and cycling have an important role to play in achieving the vision and objectives of the strategy. It is acknowledged that a 'one size fits all' approach will not work in Fenland, and improvements to active travel provision will need to work alongside a continued need for use of the private car until viable alternatives become established. A different approach may be needed in different areas of the district due to the variations across Fenland. The requirements of a walking and cycling network differ in a market town when compared with villages and connections across the district.

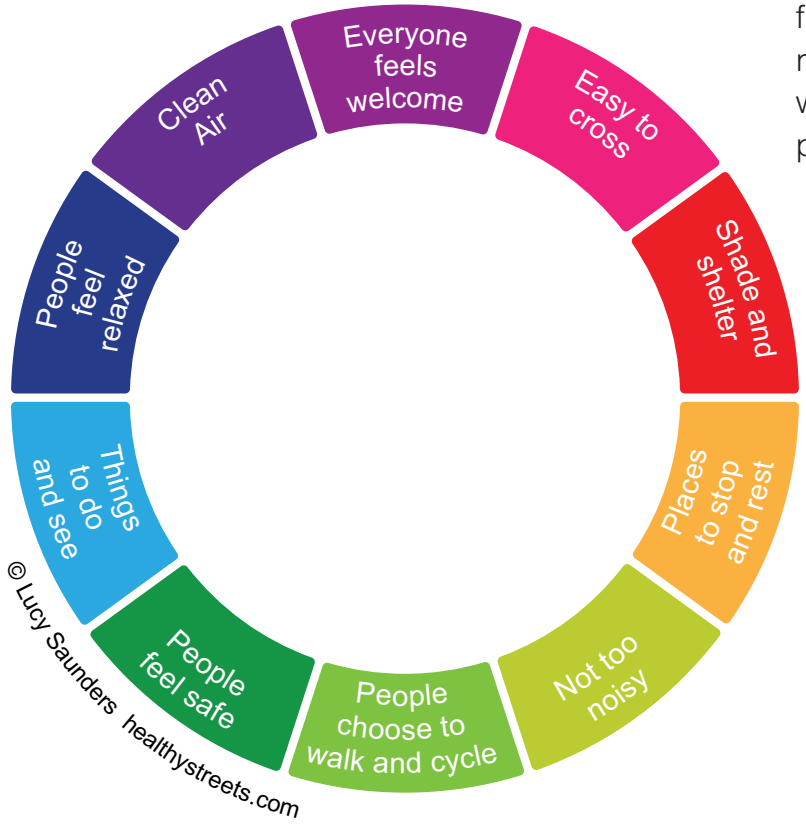


Figure 8: Healthy Streets Indicators

Walking, including travel by wheelchair, pushchair or mobility aid is a cheap and readily available form of travel for most able-bodied people. With improvements to footways and implementing a Healthy Streets Approach[18] (see Figure 8) across the district, 'walking' should be inclusive and safe for all.

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

Enabling increased levels of safer 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. Also, when safe and pleasant infrastructure is provided to allow for journeys to be made to school by foot or cycle, it can reduce congestion, dangerous parking and manoeuvres and poor air quality around schools.

There are significant personal benefits through living more active lifestyles, a particular challenge facing the population of Fenland, 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 Cambridgeshire's Active Travel Strategy, Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP) and the Fenland Cycling, Walking and Mobility Aids Improvement Strategy.

Every new development should consider the Active Travel Toolkit for New Developments, to ensure early consideration of active travel infrastructure during both the design and construction phases of planning and development. Increasing the safety of those traveling by active modes is key to keeping people safe as well as attracting new users.

Linked to objectives

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 rail services which are not joined up.

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 rail 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 as are hours of operation and does not provide the more local connections that would provide more opportunities for travel within Fenland and neighbouring areas.

Taxis play a role in transport across the Fenland district and assist people in accessing education and key services. Fenland District Council is responsible for licensing both hackney carriage (can be hailed on the street) and private hire (requires prebooking) vehicles and drivers.

Policy 15 below states that we will work with taxi companies to transition to ULEVs. More information around taxi licensing is available on Fenland District Council's website.

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 FTS10: Collaborate with the CPCA as Transport Authority and other key partners and stakeholders to improve bus services and infrastructure

Cambridgeshire and Peterborough Combined Authority as Local Transport Authority is primarily responsible for improvements to bus services across Cambridgeshire. The Draft Cambridgeshire and Peterborough Bus Strategy (draft 2022), a child strategy of

the LTCP, reflects the wider national policy aspirations of Central Government through the National Bus Strategy: Bus Back Better (2021). It will look to franchising and/or enhanced partnerships to deliver a modern, integrated transport system across the area, which will have a significant impact on improving accessibility in Fenland. This will include considering other types of provision as an alternative to conventional fixed route bus services. In rural areas, options such as demand responsive transport and community transport provision will be part of the solution. The draft Bus Strategy for Cambridgeshire and Peterborough states:

> *The vision is for a comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, that is inclusive and offers a viable alternative to the car.*

The County Council and Fenland District Council will support improvements to bus services and supporting infrastructure that will improve sustainable access for residents and workers across Fenland. Given the complexities of how bus services are provided in England, and the differing roles of the Transport Authority and Highway Authority, 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 5.

Improvements will be sought in the following ways:

- Supporting the strategic vision for bus improvements across the region through the implementation of the Cambridgeshire and Peterborough Combined Authority Bus Strategy (draft) and updated Bus Service Improvement Plan (BSIP).
- Working with the Greater Cambridge Partnership (GCP) on their workstreams that impact on transport improvements in the Fenland area. For example, the proposals for 'Making Connections' that includes bus service improvements in some parts of Fenland district. The County Council will work with the GCP as proposals are developed.
- Working collaboratively with bus operators and partner organisations through the design and implementation of public transport improvements, ensuring a more joined-up approach. This includes considering bus services and infrastructure provision at the early stages of planning new transport schemes and developments, as well as identifying measures that will help buses run faster and more efficiently and be an attractive mode of travel for users.
- Proactively identify where improvements in bus service infrastructure (bus priority measures, bus stop improvements) supports both localised or wider improvements, by ensuring all transport studies and schemes consider public transport, where appropriate, with a multimodal approach.

As Highway Authority we are 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 objectives 

Policy FTS11: Collaborate with National Rail and other key partners and stakeholders to support improvements to rail services and stations

The County Council and Fenland District Council will support further railway improvements through the Fenland Rail Development Strategy 2011–2031[21]. We 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.

Improvements to access to stations by all modes of transport is key to helping more people travel by rail. In line with climate change emergency, new rail-related buildings should be built to be energy efficient and have a low carbon whole-life cost. There should also be a move to the full electrification of the rail network. With the significant freight flows on the line that runs through Fenland there would be decarbonisation benefits to this as well.

Key improvements we wish to see to the rail network in the Fenland area are:

- implementation of the Ely Area Capacity Scheme, which will release capacity for an increase in both passenger and freight trains
- improvements in line with the Fenland Rail Development Strategy
- an increase in passenger train services:
  - Peterborough to Ipswich services increased in frequency to hourly (this is the only service in the East of England with a frequency of less than hourly and was including within the 2016 franchise)

CASE STUDY

Fenland Rail Development Strategy[23]

The Fenland Rail Development Strategy 2011–2031 was adopted by FDC Cabinet in April 2012. Its purpose is to help support the growth and regeneration of Fenland and to work with the public and stakeholders who want to see the Fenland railway infrastructure improved and achieve more stopping services. This strategy was adopted following extensive work with the public to determine its actions and priorities; it is also helping to deliver the Fenland Local Plan which was adopted in May 2014.

Achievements of the strategy to date based on its priorities

More community involvement

The Hereward Community Rail Partnership (CRP) was formally launched in October 2012 giving a local voice to the community. The CRP produces local timetable and other local railway service information, attends events in the community to raise awareness of railway services, has rebranded the stations along the line and improved signage in the towns and villages so there is greater awareness of the stations. There are opportunities to meet railway industry staff at 'Meet the manager' events and ongoing station redevelopment proposals are supported by local public consultation. One such example is the winning design for the platform 1 building at March Station. The CRP has played a significant role in securing station improvements through the former railway franchising process and securing more stopping services from Manea, March and Whittlesea.

Better stations

Station audits were undertaken and completed in 2011 and 2012, station masterplans were then produced with full public consultation between 2013 and 2016. These led to programmes of improvement for each station which are still ongoing, but where a significant amount has already been achieved. All three stations have new waiting shelters, ticket machines and seating. At Manea station a car park will be opening for the first time in 2022. In 2022, the car park in March was redesigned and extended and the platform 1 building fully redesigned. At Whittlesea station work is ongoing to develop a larger proposal for more car parking, a new station entrance, a pedestrian bridge and longer platforms. Improvements at Whittlesea station include new lighting on the approach road, ticket machines on both platforms and new waiting shelters. There is ongoing work to improve the signage and information at the station.

March Station Platform 1 building project

Local residents told Fenland District Council that the district railway stations are important assets. They also stated that each station was looking tired and in need of regeneration to be fit for purpose. Fenland District Council approved the Fenland Rail Development Strategy 2011–2031 in April 2012. This strategy sets out a programme of improvement for community involvement in the railway, improved railway services and better facilities at each station.

In 2017, a March Railway Station Masterplan was approved following public consultation. This set out a programme of schemes to improve March station. This included the platform 1 building project. The building was a

substantial space with many small rooms that were not fit for purpose and others that were not in use. Following detailed feasibility work, draft scheme options for the building were consulted upon in 2020. An extensive programme of improvement took place in 2021 and the new station building was opened to the public in early 2022.

Improved railway services

In 2014, Manea station received a two-hourly service where previously there had been a very limited service. In 2020 this service also started stopping on a Sunday. Also in 2020 some additional services direct to Cambridge also started calling at Manea. At March station additional services to Liverpool and Norwich now stop, notably at the weekends and also at lunchtime on weekdays.

A significant amount has been achieved to date and work continues to deliver this strategy in full by 2031.

  - Cambridge to Peterborough services increased in frequency to half hourly
  - an increase in the hours of operation of rail services in Fenland so that there are more early morning, late evening and weekend services
  - an increase in direct rail services between Fenland stations and Cambridge, Cambridge North and (when open) Cambridge South – this is particular the case for Whittlesea and Manea station which normally require a change at Ely to get to Cambridge outside of peak time services

- support for the Hereward Community Rail Partnership including in all agreements with train operators
- an increase of freight on rail
- re-connection of Wisbech to the rail network
- Supporting the implementation of the Great British Railways: The Williams-Shapps Plan for Rail[22] by the DfT.

Linked to objectives

Policy FTS12: 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 Councils 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.

The benefits of community transport are recognised, but this has to be positioned against the limitations that are imposed by operating under Section 19 and Section 22 licences[24]. Community transport and the community car schemes should not be seen as alternatives to implementing the proper provision of mobility services, especially as these services are run on a charitable not-for-profit basis, relying mainly on volunteer goodwill. These services, although transport-oriented, serve to alleviate social isolation of those for whom no mobility or transport services are provided, and in doing so promote healthy mental wellbeing and independent living, which have a large positive impact on health care.

Linked to objectives

Policy FTS13: 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 the following:

- Developing 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.
- Promoting 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 and Intergrated Care 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.
- Promoting the use of car-sharing schemes. There are a several car-sharing schemes available, which are online based and can match drivers with passengers to share both regular and one-off journeys.
- Promoting the use of car clubs. Car clubs give users access to shared cars when they need them, potentially reducing the need for private car ownership and reducing car use. Car clubs also have the benefit of normally providing low emissions fuel-efficient vehicles with some moving towards fully electric vehicles. Currently we are unaware of any car clubs operating in the Fenland district. There is a scheme in the Action Plan to investigate the possibility of car clubs within Fenland.

Linked to objectives 

Policy FTS14: Support and expand travel planning

The County Council will continue to support and work in partnership with Smart Journeys[25], 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.

There are good examples of how local approaches to travel planning can also help raise awareness and encourage residents to make more sustainable travel choices, such as the Fenland Travel Choices Project.

Linked to objectives 

CASE STUDY

Fenland Travel Choices Project

Fenland Travel Choices is a local approach to travel planning and raising awareness of sustainable transport options. The approach is supported by local transport champions from across the community who are given skills and knowledge to assist members of the community to make informed transport choices.

Wisbech Travel Choices was a Local Sustainable Transport Fund (LSTF) funded pilot project in 2015–2017. Around 4,000 transport packs were produced and provided to inform residents and signpost them to transport that is available locally within Wisbech. The packs were produced in six different languages. Information stalls were set up at key events across Wisbech to discuss travel choices with members of the community and to distribute the transport packs. Some residents signed up to take part in a programme to change their transport choices and to give feedback on the effect of such changes.

Traditional travel planning in selected neighbourhoods was also part of the programme. Key streets along or close to transport corridors were selected and 167 residents took part in the project.

A transport champions training course was developed and delivered in partnership with Sustrans. Key information from this programme highlighted that people in customer service roles within the town were struggling to help their clients and customers due to transport issues. By giving these people knowledge about transport and signposting them to further information, transport barriers were reduced. Thirty-six transport champions were recruited and trained during the first year of the project.

It is hoped that this project will secure future funding to be delivered across Fenland district.

Policy FTS15: Electric Vehicles and Alternative Fuels

In May 2019, Cambridgeshire, along with many other councils across the country, declared a climate emergency and pledged to achieve net zero status by 2045. The transport sector accounts for the highest share of CO_2 emissions, therefore if we are to achieve net zero by 2045 a significant change in transport behaviour is needed.

Active travel and the use of public transport have a significant positive environmental and societal impact. There will be a need for the car, especially within rural areas where public transport may not be accessible, but switching to an ultra-low emission vehicle (ULEV) will significantly reduce environmental impact and be part of a wide range of tools to help us to achieve net zero.

The government has set out measures to support the decarbonisation of the transport system through the funding of electric vehicle charging infrastructure, investing in green public transport and phasing out the sale of pure internal combustion engines (ICE) vehicles, with an eventual ban on their sale by 2030. This will result in a natural increase in the uptake of electric vehicles (EVs). In order to meet this demand sufficient charging

infrastructure will be required. The government has developed an electric vehicle infrastructure strategy[26].

Access to charging infrastructure is a key enabler of EV uptake; currently the majority of charging takes place at home with public charging infrastructure supplementing home charging. However, as demand increases and ICEs are phased out, the demand on public charging infrastructure will increase significantly.

Linked to objectives 

The benefits of EVs are clear, however, there are several barriers to the uptake of EVs. These are:

- a lack of charging infrastructure
- the majority of households do not have access to off road parking, therefore charging at home is not an option
- grid constraints – one of the biggest costs associated with installing EV charging infrastructure is electricity distribution capacity.
- cost of vehicles – whilst there are savings to be made due to the reduced cost in running an EV, a new EV is significantly more expensive than an ICE.
- range anxiety – this can be linked to a lack of charging infrastructure.

The transport network in Fenland will be developed and improved in order to overcome the barriers to the transition from ICEs to EVs. To achieve this goal a holistic approach is required, the various aspects of which have been broken down below. The strategy supports the policy approach for EVs and alternative fuels set out in the LTCP[27] and East Anglia Alternative Fuels Strategy[28].

Public charging

The number of public charge points in Fenland is below the national average. The strategy will look to address this shortfall by gradually growing the EV charge point network within the district to accommodate future growth. A range of different types of charging infrastructure will be installed and will be tailored to their respective destination. The types of charger will range from slow 7 Kw chargers to 150 Kw super chargers.

Increased access to public charging will increase adaptation by addressing concerns around lack of charging and range anxiety, furthermore, the installation of public chargers in Fenland will provide a much needed boost to the local economy.

On-street residential charging

As we head towards 2030 and the banning of new pure ICE vehicles, the demand for EV charging infrastructure is expected to grow exponentially. Whilst the most convenient way to charge an EV is at home overnight, this is not possible for a significant number of people who do not have access to off-street parking. The strategy will look to increase the availability of on-street charge points in residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning an EV.

Green public transport

As with cars and vans, the government plans to phase out diesel buses by 2030. We will assist local operators to set achievable decarbonisation targets. The strategy will look to install electric bus charging infrastructure which will

remove a significant barrier to transitioning to zero emissions vehicles for our local bus fleet.

Air quality reviews identify taxi emissions as a significant source of air pollution. To address this the strategy will aim to introduce policy changes to assist with the transition to an ULEV taxi. Cambridgeshire County Council will work with Fenland District Council as the taxi licensing authority to assist the transition to ULEV taxis. Possible measures include:

- taxi-only rapid charging infrastructure
- a licence fee discount for ULEV taxis
- extended age limit for ULEV taxis
- ULEV-only taxi ranks

Micromobility and connectivity

We shall continue to explore new technologies such as e-bikes and e-scooters as alternative and more sustainable modes of transport, especially to cater for first and last mile trips to reduce the environmental impact of delivering freight.

Linked to policy 16.

The strategy will investigate the possibility of a district-wide e-bike hire scheme to provide access to those who may not have the means to purchase one. This would provide much needed access to employment, education and training.

There is also a link to digital connectivity and the role it plays in reducing the need to travel as well as improving access to key services for those with access to online services (note that these will not be suitable for everyone). Where a linear transport scheme is implemented, it is recommended that arrangements for digital connectivity are considered and provision is made for digital connectivity improvements. An example of this might be installing high-speed telecoms provision when reconnecting Wisbech to the rail network. The reason for this is that there will be costs, benefits and limits to disruption if these works are carried out at the same time as other works.

Linked to objectives 

Policy FTS16: Embrace new transport technologies

The County Council will embrace new sustainable transport technologies that support 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 policy 15.

Linked to objectives 

CASE STUDY

New transport technology – robot delivery trial in Cambourne 2022

Cambridgeshire County Council was approached by the private company Starship to run a robot delivery trial in Cambourne. Discussions were held with the Department for Transport Centre for Connected Autonomous Vehicles and other local authorities. An assessment of safety and risk was carried out and discussions were held with the Local Councillor and Chair and Vice Chair of the Highways and Transport Committee.

Starship are in partnership with the Co-op and customers can order deliveries by robot via the app. The robots can deliver hot and cold food as well as groceries with potential for partnerships with other shops and takeaways. There is no cost to the council for the operation of the robots and there is a 99p delivery cost.

Safety

The robots operate on pavements and only use roads when crossing them safely. They do not use cycle lanes, they travel at speeds of less than 4 mph and operate within a fixed area. Artificial intelligence helps the robots to understand the world around them. Human backup can intervene if they experience any issue.

If the robots encounter a wheelchair user, they stop at a safe distance. They avoid obstacles, have a flag to help with visibility and emit a noise to signal their presence.

Benefits

The robots are trialling last mile delivery using emerging technology. They are battery operated so there are no emissions at point of use. They have the potential to reduce short car journey to shops and short deliveries from take aways. They can assist those with mobility issues who cannot get to the shops easily.

The robot's design is appealing to children and young people. Starship will do outreach work at schools to create interest in STEM (Science, Technology, Engineering and Maths) subjects.

The road network

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. The vision and objectives of this strategy are focused on addressing the access challenges of those who live and work in Fenland through improvements and new provision for active or sustainable travel modes. Opportunities will be sought which may take away road space to provide for more sustainable journeys, such as for new or improved non-motorised user routes or for bus priority.

Even so, 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.

Parking

Fenland currently relies on the Police to enforce parking offences within the administrative area. Due to the pressure on the local Police force, the enforcement of parking offences has become a low priority, resulting in an increase in the level of inconsiderate and inappropriate parking. The knock-on effect is that traffic flow slows, congestion rises, air pollution increases and access for pedestrians using the footway and using local business and facilities are impeded. This is most acute in the market towns.

Civil Parking Enforcement (CPE) transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority. The flexibility CPE brings will enable the targeted enforcement of problematic parking which in turn will support the economic growth of market towns and help with the creation of successful, well- functioning new communities. It will also help manage some of the conflict around parking, the use of cycle paths, footways and help to embed good parking behaviours.

The CPE application process for Fenland, Huntingdonshire and South Cambridgeshire is well underway. Whilst the initial implementation target for CPE in all three districts was autumn 2023, due to contractor recourse constraints, this deadline will need to be significantly extended. For Fenland, implementation is likely to be sometime towards the middle of 2024.

The aim of introducing CPE is to:

- enable local authorities to effectively manage and enforce on- and off-street parking areas
- improve road safety by addressing inconsiderate and inappropriate parking
- encourage the use of more sustainable modes of transport
- support a vibrant and efficient economy by managing traffic flow

- support liveable streets and neighbourhoods by managing competing demands on kerbs space
- improve the local environment and support local businesses
- meet the needs of people with disabilities
- support the Highway Authority and district councils' overarching environmental objective to reduce congestion and improve air quality.

Maintenance

This strategy does not cover maintenance. There are two key documents, the Highway Assets Management Policy[29] and the Highway Operational Standards 2022–2032[30] which set out how Cambridgeshire County Council manages and maintains the highway infrastructure for which it is responsible. It brings together the County Council Corporate and the Combined Authority's Interim Local Transport Plan objectives. This Plan details how the principles of asset management will be increasingly used to ensure that the Highways Maintenance Service meets the requirements of its users and delivers value for money.

The Highways Capital Maintenance Programme[31] is the two-year capital programme which forms part of the Highway Operational Standards. The Programme sets out the upcoming schemes for carriageway and footway maintenance, surface treatments, bridges and traffic signals. It also provides a priority list for years 3, 4 and 5. These schemes will be assigned to specific years following further development and co-ordination with other works on the highway network.

Policy FTS17: 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. This approach is also in line with wider Cambridgeshire County Council, Combined Authority and Central Government.

Future schemes will be considered where re-prioritising road space may be appropriate and possible; these 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 objectives

Policy FTS18: Focused road network improvements

Improvements to the local road network will be focused 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 their design at the earliest stage to ensure they are compliant with LTN 1/20 Cycle Infrastructure Design[32], as well as the Healthy Streets Approach[33] where appropriate. Schemes should also seek to maximise improvements to public

transport provision, where appropriate, within their design, for example, bus priority measures and bus stop provision. There is also a need that all road network improvements strongly build in safety from the very start of the design process and not as an afterthought. This approach ensures that safety is built into all improvements, linked to Policy 21 Road safety.

Linked to objective £

Policy FTS19: 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, walking and equestrian provision within their design at the earliest stage to ensure they are 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 their design, for example, bus priority measures and bus stop provision.

The primary road network in Fenland includes the A1101, A1123, A142, A141 and A47.

Linked to objective £

Policy FTS20: 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 has developed a county-wide HGV policy[34] that looks to balance the impact of HGVs on the local area. The policy will be updated once the wider county HGV policy is set and aim to reflect this at a local level. The policy will seek to address how the council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of heavy goods vehicle traffic on the environment, and local concerns about residential amenity. The policy will also set out options that communities concerned about the impact of HGVs can consider.

The LTCP also considers freight and states its importance to the region in terms of the economy and servicing communities as well as highlighting the negative impacts it can have. The LTCP also highlights how improvements to the rail network will allow for more freight to be transported by rail. The LTCP states that it will be working with partners to develop a Freight Strategy, through which the following will be done:

- Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions.
- Encourage freight operators to use satellite navigation systems that produce specialist information for HGV drivers.

- Support constituent councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and developments with a high generation of HGV traffic.
- Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which are directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate.
- Supporting constituent councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes or other sustainable modes.
- Liaise with planning authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests.
- Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of overall wellbeing.

Linked to objectives

Policy FTS21: 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 (Figure 9) and the Vision Zero strategy, "Towards 2030 Making Our Roads Safer For all"[35].

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.

There is strong support for the Vision Zero Partnership, and it is essential that road safety is considered at every level. Safety needs to be fully integrated and maximised into scheme development, from initial scheme design, during

Figure 9: The 5 Safe System components

project delivery and through to post-delivery evaluation and monitoring. It should also be noted that there are two corporate priorities that relate to safety:

- Support infrastructure development and securing safe routes and connections for pedestrians and cyclists.
- Working in partnership with local communities to make the option of 20 mph zones more widely available and easier to obtain.

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 for all schemes.

Key elements that need to be considered to improve safety include:

- segregation or 20mph zones in urban areas to protect vulnerable users
- recognising that fast rural roads are a major barrier to an uptake in active travel modes. These environments are unpleasant for vulnerable road users and lead to low levels of active travel
- understanding how safety perceptions play a large part in affecting and influencing mode choice and are a barrier to use of active travel modes
- supporting the 2022 Highway Code changes which develop a hierarchy linked to user vulnerability.

Education

Education of all road users in how to use roads safely is key. There are a number of initiatives that are led by the County Council to promote road safety.

Cambridgeshire's Road Safety Education 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 active and sustainable travel, to improve the health and wellbeing of children and young people and reduce congestion around school gates.

Bikeability is cycling proficiency for the 21st century and is free to all Year 6 pupils in Cambridgeshire with funding from the Department for Transport. Our service is delivered at no charge to primary and junior Schools in Cambridgeshire. Pupils develop safe cycling habits for life and increase their knowledge of the road and traffic environment, giving them the skills and confidence to cycle in today's traffic situations. Pupils learn about the importance of maintaining their bicycle and the health and environment benefits associated with cycling.

Linked to objectives

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. At a national level, there are links with working towards targets set within the government's 25 Year Environment Plan, including the commitment to a Nature Recovery Network (NRN). At a more local level, there is a commitment to 'double nature' with a focus on increasing biodiversity and address climate change in the Cambridgeshire Climate Change and Environment Strategy 2022. 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. The environment also has strong links to improved health and wellbeing and access to green spaces is vital to this. The council's newly created Strategic Parks and Green Spaces unit is developing a blueprint for a Green Network across Cambridgeshire and Peterborough. Sustainable access to the future Green Network will be important,

with opportunities to connect by active transport modes to support social prescribing.

Policy FTS22: Reduce carbon emissions

The County Council will work with key partners including transport operators and businesses to reduce transport-related emissions. This will 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.

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 2022: Net Zero Cambridgeshire 2045[36]. The Net Zero Vision is illustrated in Figure 10 below.

Linked to objectives

Policy FTS23: Reduce the need to travel, embrace digital connectivity and living locally

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, particularly short, local journeys and commuter journeys at peak times of the day when levels of congestion are at their 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 feelings of loneliness.

The COVID-19 pandemic has highlighted that many people are able to effectively

Figure 10: Net Zero Vision

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 as 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 objectives 

Policy FTS24: Historic, landscape and biodiversity

The National Planning Policy Framework (NPPF)[37] sets out the considerations regarding conserving and enhancing the natural and historic environment through the development and planning process. The council strongly recommends that developers seek early advice from the Historic Environment Team about the potential impacts of development proposals that impact known or anticipated, designated or non-designated, heritage assets and their settings, and how they can best be managed in line with the principles set out in the NPPF.

All new schemes will need to align with the CCC Climate Change and Environment Strategy[38], including its commitment to 'doubling nature'.

From November 2023, all schemes requiring planning permission will have a mandatory requirement to deliver at least 10 per cent biodiversity net gain under the Environment Act 2021. This means providing better habitat after development than existed beforehand. However, as a council we have committed to securing 20 per cent biodiversity net gain to help deliver the strategy's 'doubling nature'. The council is also developing a Local Nature Recovery Strategy (LNRS). LNRS are a new mandatory system of spatial strategies for nature established by the Environment Act 2021. They are designed as tools to encourage more coordinated practical and focused action and investment in nature. Opportunities for linking up nature reserves and greenspaces should be maximised where possible, and to avoid any potential conflicts between biodiversity and travel improvements or new provision.

Improving the natural environment can be beneficial to health and wellbeing along with helping to manage flood risk.

Key references:

- CCC Climate Change and Environment Strategy[39]
- Cambridgeshire and Peterborough Independent Commission on Climate[40]
- Fenland Conservation Areas[41]
- National Planning Policy Framework (NPPF)[42]
- Cambridgeshire's Active Travel Design Guide[43].

Linked to objective 

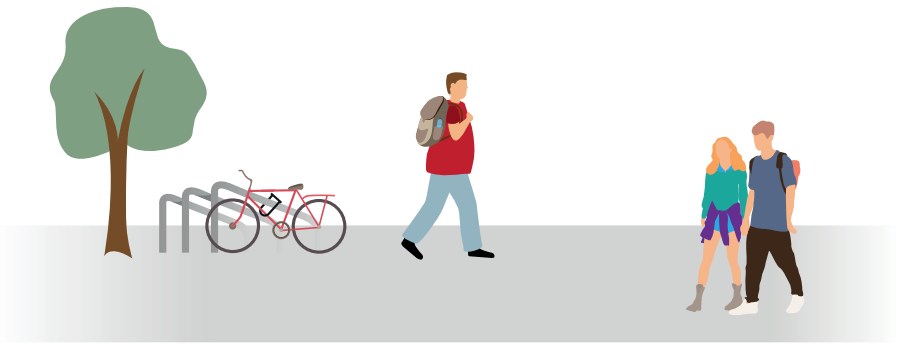
Policy FTS25: Improve air quality and the health and wellbeing of Fenland residents

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 Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy[44].

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

Air quality in March town centre

In 2019 and 2020 it was reported in the Fenland District Council Air Quality Annual Status Report[45] that there had been an exceedance of nitrogen dioxide since 2018. It is noted that the exceedance is considered to be linked to a noticeable increase in traffic along Broad Street, March. Based on this information, an increase in monitoring and potential solutions to improve the air quality in this area are needed.

The air quality results also relate to other ongoing work supporting the need for improvements in Broad Street, March and the development of possible solutions.

- The Growing Fenland March project is a Market Town Regeneration Masterplan adopted by FDC Cabinet and CPCA in 2019 and 2020. Evidence from the initial engagement to support the masterplan identified that traffic dominates the centre of town. This can make the overall experience of shopping or simply strolling through town a stressful experience. Local residents consistently identified traffic congestion as one of the main issues in the town. A programme to instigate change in the centre of March is needed.
- The March Area Transport Study was established to support the Fenland Local Plan adopted in 2014. This project has identified potential improvements to make travel easier in March. It has looked at addressing existing traffic flow problems and has developed options to allow for future growth in the area. The locations that are being considered were supported through the Local Plan evidence base and they include Broad Street, March. Feasibility work and option testing highlighted the need for a major scheme in this area including a project where more space is given to pedestrians and people shopping. A range of options including partial and full pedestrianisation were considered.
- Fenland District Council submitted a bid to government as part of its future High Streets Fund aimed at regenerating high streets and supporting local economic growth. The bid was successful, and funds have now been secured to deliver schemes for the centre of March. Comments relating to Broad Street are that it is at the heart of our town. It is a three-lane carriageway which cuts the town centre in half, providing the only connection over the River Nene. Broad Street is difficult to cross and experiences significant congestion which discourages visitors and shoppers. Similarly, the River Nene waterfront is hidden from the public, being difficult to access and impossible to appreciate. The River Nene and Broad Street are major barriers in the town centre and provide a textbook example of local severance. The bid confirms that a dramatic intervention to transform Broad Street is needed through an exciting redevelopment to create a welcoming pedestrianised open space to dwell and relax in, in the centre of town.

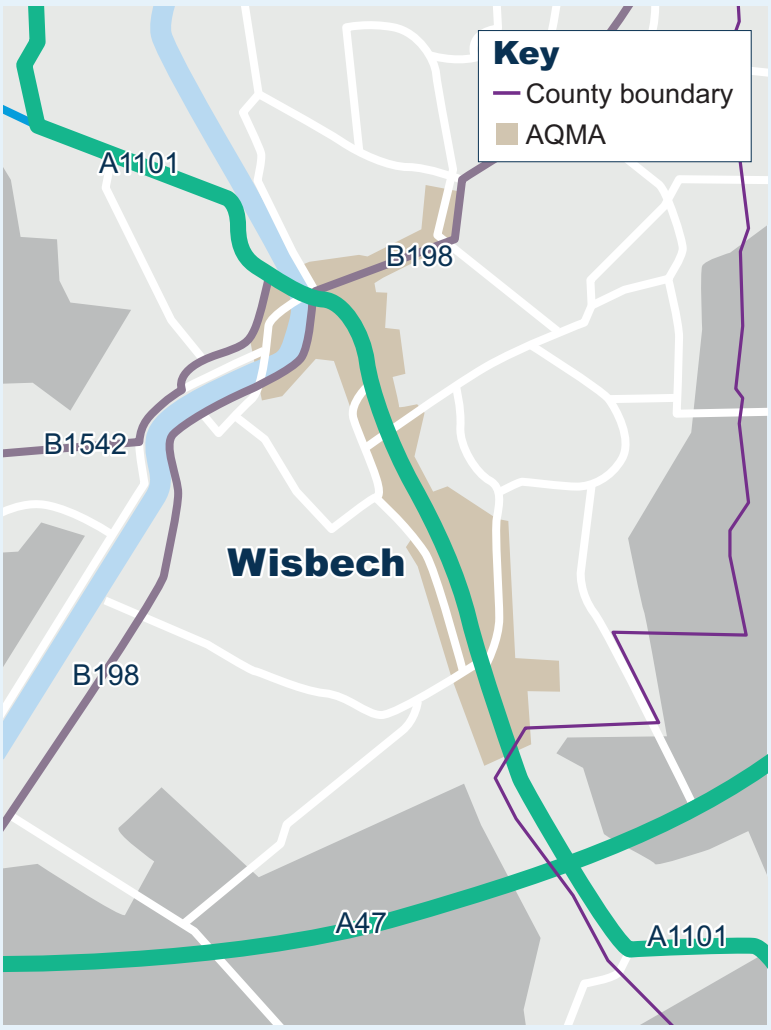


Figure 11: Wisbech AQMA Order No 3

A programme of delivery is now being taken forward working in partnership to transform the centre of March. In giving space back to people and creating an area that is not dominated by traffic, air quality improvements are expected within the centre of March. In 2022, a new programme of monitoring was established to assess the impact of the changes in this space before, during and after the project is completed.

Air Quality Management Areas (AQMA)

Each local authority must assess the air quality in their area. This involves measuring air pollution and trying to predict how it may change in the future, aiming to make sure the national air quality objectives[46] are met. These objectives are to protect people and the environment. If a local authority finds an area where the objectives are not going to be achieved, it must declare an AQMA. The local authority will then create a Local Air Quality Action Plan[47] to improve the air quality.

More information on air quality in Fenland is available on Fenland District Council website[48]. The Local Air Quality Monitoring Annual Status Report 2020 states that nearly all the 25 nitrogen dioxide (NO_2) monitoring sites through Fenland are achieving national objectives. However, Broad Street in March was in exceedance, and the case study above explains this in more detail.

Fenland District Council have declared four AQMAs. Wisbech AQMA Order No. 3 (NO_2) dated 1/4/2006 is due to road traffic (see Figure 11). In 2019, Fenland District Council proposed to revoke the AQMAs in Wisbech. However, due to the Energy from Waste Incinerator proposal for the south of Wisbech, the timescale for reviewing these is now under review.

Linked to objectives

Wider context and partnerships

An important part of the strategy is working in partnership with other organisations and aligning with wider strategies and policies.

Policy context

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 draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP).

Figure 12 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.

The County Council, as the Local Highway Authority, continues to produce transport strategy documents, such as this Fenland

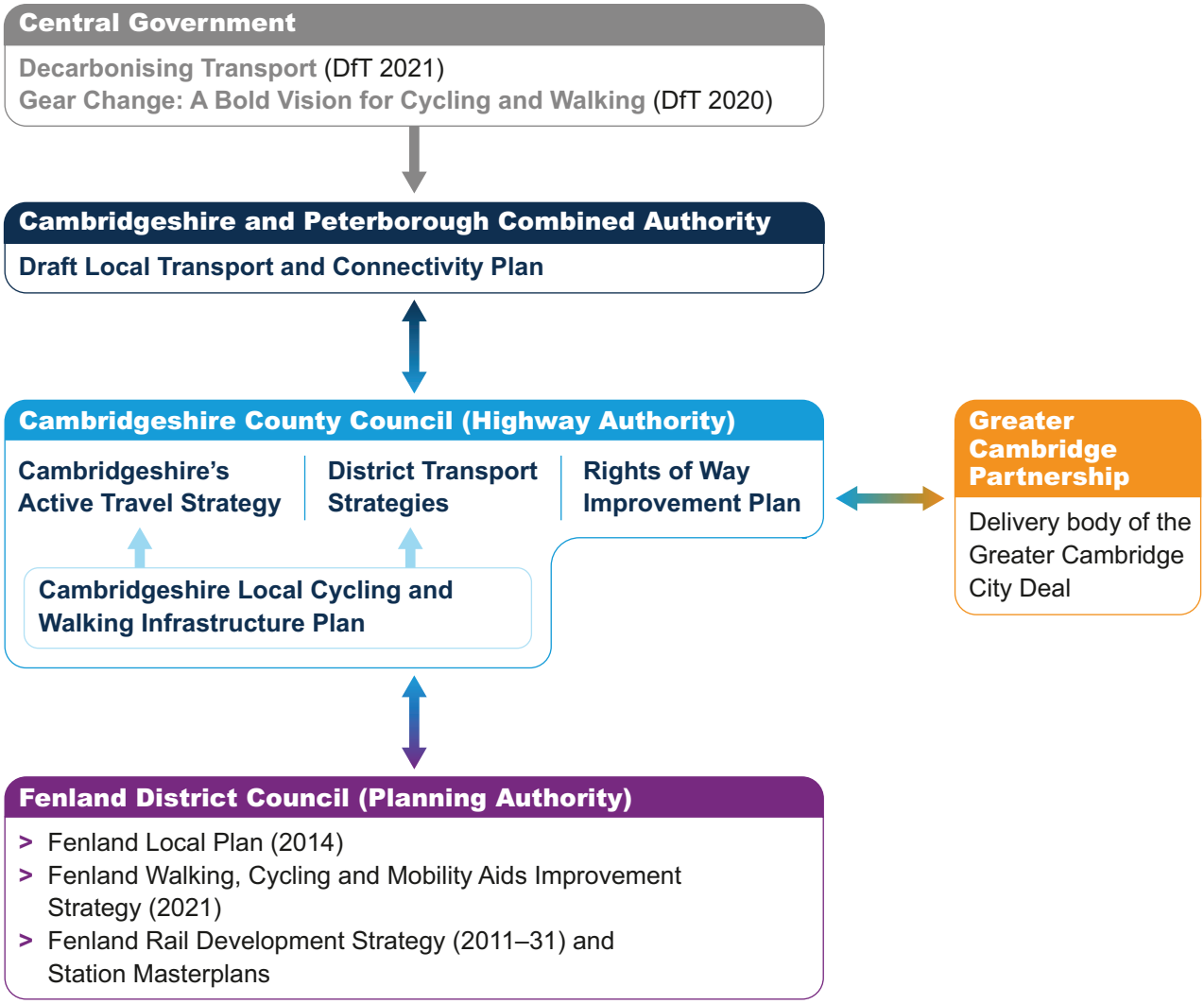


Figure 12: County Council Transport Strategy Documents and links to CPCA LTP and district Local Plans

Transport Strategy, which are aligned with the draft vision and objectives of the CPCA LTCP to 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.

Central government policies

Central government develops a range of transport-related policies. Policies highlighted below are those felt to be most relevant to the Fenland Transport Strategy.

Gear change: A bold vision for cycling and walking 2020[49]

> **England will be a great walking and cycling nation**
>
> Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys…
>
> - Healthier, happier and greener communities
> - Safer streets
> - Convenient and accessible travel
> - At the heart of transport decision-making

Decarbonising transport: a better, greener Britain[50]

This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

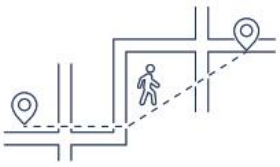
It includes:

- our pathway to net zero transport in the UK
- the wider benefits net zero transport can deliver
- the principles that underpin our approach to delivering net zero transport
- Inclusive Mobility[51]

The plan in detail: increasing cycling and walking

We will invest **£2 billion** over **5 years** to deliver a bold future vision for cycling and walking, making it the natural first choice for many journeys

By 2030 we will aim to have **half of all journeys** in towns and cities cycled or walked



By 2040 we will have a **world class** cycling and walking **network** in England

Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure[52]

This guide describes features that need to be considered in the provision of an inclusive environment and issues related to disabling barriers, the use of technology, maintenance, awareness of the needs of disabled people, and engagement.

Local existing and emerging policies

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.

Cambridgeshire's Active Travel Strategy[53]

Cambridgeshire's Active Travel Strategy 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. It 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.

Local Cycling and Walking Infrastructure Plan (LCWIP)

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the Government's aim to make walking and cycling the natural choice for all short journeys or as part of a longer journey. DfT recommended that all local authorities should develop LCWIPs and have advised that those authorities with plans will be well placed to bid for future funding.

The Cambridgeshire LCWIP covers the whole county and focuses on each district to highlight priority routes for cycling using census data to identify where funding could have the greatest effect in terms of where people live and work. For walking, it focuses on Cambridge City and the market towns to identify the main routes to school, local shops, employment and train/bus stations.

The routes that are identified in the LCWIP are detailed in Cambridgeshire's Active Travel Strategy action plan as Tier 1 of the proposed active travel network vision.

CPCA's Sustainable Growth Ambition[54]

The CPCA's sustainable growth ambition frames how it seeks to achieve sustainable good growth using the 'Six Keys' to improve lives and double the economy of the region, through all its plans. The Six Keys are:

- Climate and nature
- Health and skills
- Innovation
- Reducing inequalities
- Infrastructure
- Finance and systems

The Rights of Way Improvement Plan (2016)[55]

The Updated Rights of Way Improvement Plan (ROWIP) provides an update to the first ROWIP 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 ROWIP 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)[56]

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. This strategy began in 2020, and the goal is to move towards zero deaths or serious injuries in the Partnership area by 2040.

Cambridgeshire County Council Heavy Goods Vehicle (HGV) Policy[57]

This policy was adopted by the Highways and Transport Committee in October 2022 and sets out the County Council's approach to managing HGV movements across the county.

Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy[58]

This strategy sets out the shared ambitions of the NHS, local authorities and health and care organisations in Cambridgeshire and Peterborough for improving the health and wellbeing of the people who live and work here.The four key priorities are:

- Ensure our children are ready to enter and exit education, prepared for the next phase of their lives.
- Create an environment that gives us the opportunity to be as healthy as we can be.
- Reduce poverty through better employment, skills and housing.
- Promote early intervention and prevention measures to improve mental health and wellbeing.

Cambridgeshire County Council's Climate Change and Environment Strategy 2022: Net Zero Cambridgeshire 2045[59]

Climate change is a very real challenge for our communities, businesses and nature. As a Council, we believe that 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 actions in the coming years and helping individuals, partners and businesses in Cambridgeshire understand what we are focusing on and why.

Cambridgeshire Green Infrastructure Strategy (2011)[60]

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 link the communities, villages, towns and cities of Cambridgeshire with each other and 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 achieve four objectives:

1) Reverse the decline in biodiversity.

2) Mitigate and adapt to climate change.

3) Promote sustainable growth and economic development.

4) Support healthy living and wellbeing.

Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021-2036)[61]

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 (e.g. construction materials such as 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.

The Local Plan will be used by developers when putting forward proposals and by councils when considering planning applications.

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 resources being unknowingly or unnecessarily sterilised.

Figure 13: Initiatives taken from the draft CPCA LTCP

Cambridgeshire and Peterborough Combined Authority draft Local Transport and Connectivity Plan (LTCP)[62]

The LTCP is being developed 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 the Government's plans to decarbonise transport.

'Connectivity' has been added to the title of the plan to recognise how important the internet is now in regard to 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 2021–2026[63]

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 Strategy[64]

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.

Fenland Local Plan

The Fenland Local Plan 2011–2031[65] was adopted in May 2014. It includes proposals for 11,000 new homes across Fenland district and 95 ha of new employment land.

The Fenland Local Plan is currently under review, with public consultation on a draft ended on 19 October 2022. More information on Fenland's emerging local plan is available online: https://fenland.gov.uk/newlocalplan. Through applying the government's Local Housing Need method, Fenland has a housing requirement of 10,535 new dwellings between April 2021 and March 2040.

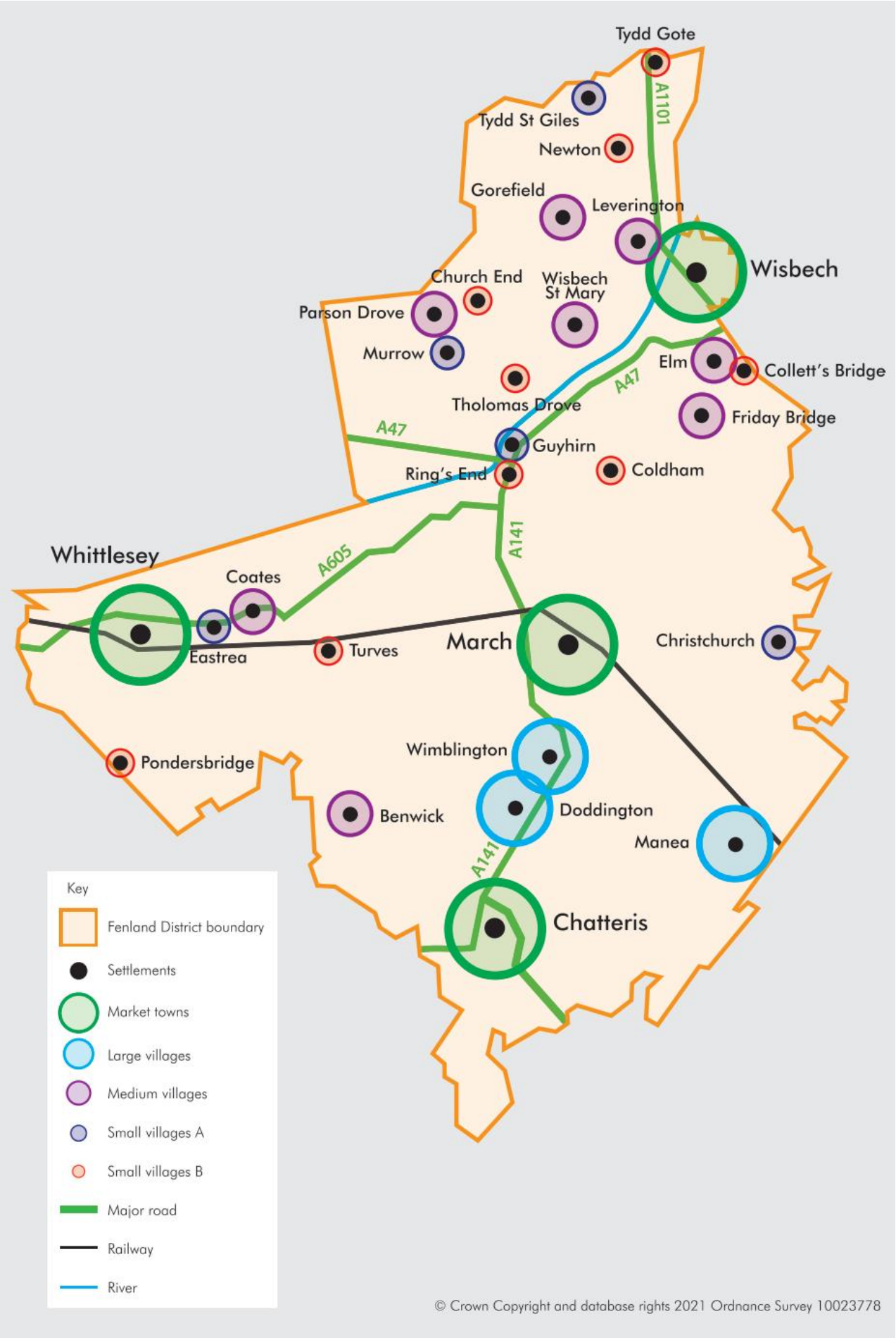


Figure 14: Map 2 Key diagram (taken from page 32 Fenland Draft Local Plan August 2022)

Settlement hierarchy tier		New dwellings (units)	Dwelling supply as per cent of total housing requirement (%) (rounded)
Market towns	March	2,746	26
	Chatteris	1,737	17
	Wisbech	1,287	12
	Whittlesey	886	8
Large villages		798	8
Medium village		1,513	14
Small villages A		156	1
Small villages B		61	1
Open countryside (outside settlement boundary)		144	1
Windfall		1,500	14
District total		**10,828**	**102**

Table 1: Growth Strategy (taken from page 26 Fenland Draft Local Plan August 2022)

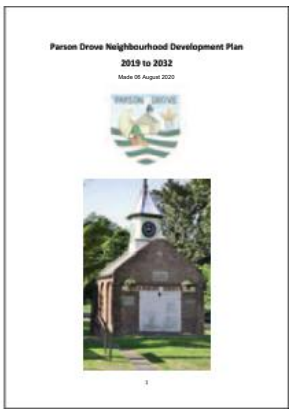
Settlement hierarchy tier		Available employment land hectare (Ha)	Land supply as per cent as total employment land requirement (215 hectare (Ha) (%) (rounded)
Market towns	March	53.91	25
	Chatteris	51.59	24
	Wisbech	89.72	42
	Whittlesey	9.71	6
Large villages		0.00	0
Medium village		4.78	2
Small villages A		0.00	0
Small villages B		0.00	0
Open countryside (outside settlement boundary)		15.68	7
District total		**225.39**	**10**

Table 2: Spatial Strategy for Employment Development (taken from page 29 Fenland Draft Local Plan August 2022)

Neighbourhood Plans

There are currently two adopted Neighbourhood Plans in place in Fenland. One for March[66] adopted in November 2017 and one for Parson Drove[67] adopted in August 2020. Whittlesey[68] is developing a Neighbourhood Plan and this is currently being examined.

Transport-related polices and actions from the three neighbourhood plans have been reviewed, and relevant, suitable schemes have been included in the Action Plan.



Engagement

The strategy development has been informed by stakeholders and members of the public.

Engagement and consultation

A focused stakeholder engagement exercise was carried out on the draft strategy between 9 May and 19 June 2022. A survey was sent to key stakeholders including County and District Councillors, Parish Councils, voluntary organisations and key interest groups seeking feedback on key transport issues, priorities and views on the draft vision, objectives and policies. Changes were made to the strategy based on feedback received. A report was produced on this stakeholder engagement[69].

Public consultation took place between 26 September and 7 November 2022 to seek views on and input into the draft strategy and emerging action plan. Consultation on the Huntingdonshire Transport Strategy and Cambridgeshire's Active Travel Strategy also took place at the same time. The consultation took a multi-channel approach to promote and seek feedback. It was held primarily online via the ConsultCambs website, and this was promoted on County Council social media channels. Hard copies of the consultation material were available on request.

Hard copies of the strategies were available for reference at some libraries along with hard copies of the questionnaires which could be returned via the libraries. An email address and phone number was also available for any enquiries during the consultation.

Ten events were held across Cambridgeshire for the consultation on all three strategies and four of these were in Fenland, as shown in Table 3 below.

At these events there were flyers directing people to the online information as well as hard copies of the questionnaires for people to take away, along with reference copies of the strategy. Approximately 45 people attended the events in Fenland.

Responses to the strategy are summarised below and these informed further changes to the strategy. The full consultation report[70] provides much greater detail on the consultation.

- 41 respondents and 13 stakeholders' responses regarding the Fenland Transport Strategy

Location	Date	Time
March market	Wednesday 12 October	9 am–12 noon
Tesco superstore Chatteris	Wednesday 12 October	2 pm–5 pm
Whittlesey market	Friday 14 October	9 am–12 noon
Wisbech market	Friday 14 October	12.30 pm–3 pm

Table 3: Locations and times of public consultation events

- The majority of respondents agreed or strongly agreed with the draft vision.
- The majority of respondents agreed or strongly agreed with the proposed objectives.
- The three most important transport issues identified by respondents were:
  - lack of public transport
  - lack of connectivity and accessibility
  - increasing volumes of traffic.

Delivery

The current funding environment is challenging but having this strong strategy and action plan in place, will help secure funding from all available sources

Funding and delivery

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.

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 integrated 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. Having a sound transport strategy and Local Investment Plan helps to bring forward schemes that can benefit from these block grants.

Cambridgeshire and Peterborough Combined Authority (CPCA) funding

The CPCA is the transport authority in Cambridgeshire and 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.

Funding from developments

By bringing forward new development, developers are expected to mitigate the impacts of their developments. 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. A legal agreement Section 106 (s106) is an agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of developments, and one way in which developments can fund transport improvements.

It is noted that the viability of some development sites in Fenland can be challenging and there are competing things that require funding from a limited amount available. It is, however, vital that new developments provide safe and sustainable travel.

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 the area between the A14, A141 and A142).

It is forecast that there will be around £425k funding from the £1m budget available for further scheme pipeline development work.

Delivery

The keys stages of delivering the Strategy and its schemes are shown below:

Stage 1: Adoption of Strategy.

Stage 2: Prioritisation of schemes identified in the emerging Action Plan.

Stage 3: Embed the principles of the Strategy into everyday processes, progressing actions and working with officers, members, partners, stakeholders and communities as required to ensure the Strategy is adhered to and implemented.

Stage 4: Pipeline development:

a. Studies to be undertaken as funding opportunities are secured.

b. Feasibility work on identified/prioritised schemes as funding opportunities are secured.

c. Construction of schemes to be delivered as funding opportunities are secured – to come forward according to prioritisation, specific funding criteria or through new developments.

Stage 5: Monitoring and review of the Strategy action plans on an annual basis.

Monitoring and evaluation

Monitoring and evaluation is essential to the success of this strategy. It will help us understand what aspects are working well and what aspects aren't and need refinement. It will allow us to track progress and ensure we are going the right way towards achieving our vision.

As the Fenland Transport Strategy is a child document of the CPCA's LTCP and aligned to its vision and objectives, to avoid duplication of effort a joint approach to monitoring and evaluation will be taken. This section explains this in more detail.

The County Council collects a range of data related to transport and traffic. The Cambridgeshire Traffic Monitoring Report is published annually. The report is informed by data collected in the spring and autumn each year. The report covers Cambridge City and the market towns, including March, Wisbech, Whittlesey and Chatteris. Data is collected on the number of motorcycles, cars/taxis, light goods, heavy goods, bus/coach, pedal cycles, pedestrians and e-scooters entering and leaving the towns. As the monitoring happens annually trends over time can be seen. More information about traffic counts is available online[71].

Road traffic collision data is also available online[72] from the County Council. This is sourced from the police so only includes collisions reported to them and those involving an injury. This data is used to fulfil our statutory obligations to the DfT, to monitor trends and to carry out cluster site analysis. This is done annually to identify locations on the road network where a higher number of injury collisions have occurred. They are defined as a site that has:

- six or more injury collisions (any severity) within 100m or at a junction in the most recent three-calendar-year period, or
- 3 or more higher severity injury collision (fatal or serious injuries) within 100m or at a junction, in the most recent three-calendar-year period.

GPS speed data based on GPS travel time data is provided to local authorities annually by the DfT. The data is sourced from a pool of 110,000 GPS tracked vehicles in the UK. The GPS data is used to calculate average journey times between fixed points on the road network which is converted into an average speed for each section or road. Generally the bigger the road, the greater number of observations and therefore generally the travel time data are more accurate. Currently there is no regular programme that the County Council carries out for reviewing the GPS travel time data, but it is used on a case-by-case basis to inform project development and monitor the performance of mitigation measures.

Emerging Action Plan

The Fenland Transport Strategy will be delivered by several different schemes over time. This section identifies those schemes.

Emerging Action Plan

Development and Delivery of this Emerging Action Plan will be monitored, and the plan will be reviewed annually.

Active Travel will play key a role in the delivery of the Fenland Transport Strategy. Our vision for a connected active travel network across Cambridgshire is set out in Cambridgeshire's Active Travel Strategy. The Fenland map of such schemes is shown on page 81.

Please see the map on page 82 for initiatives that the CPCA have included in their draft LTCP.

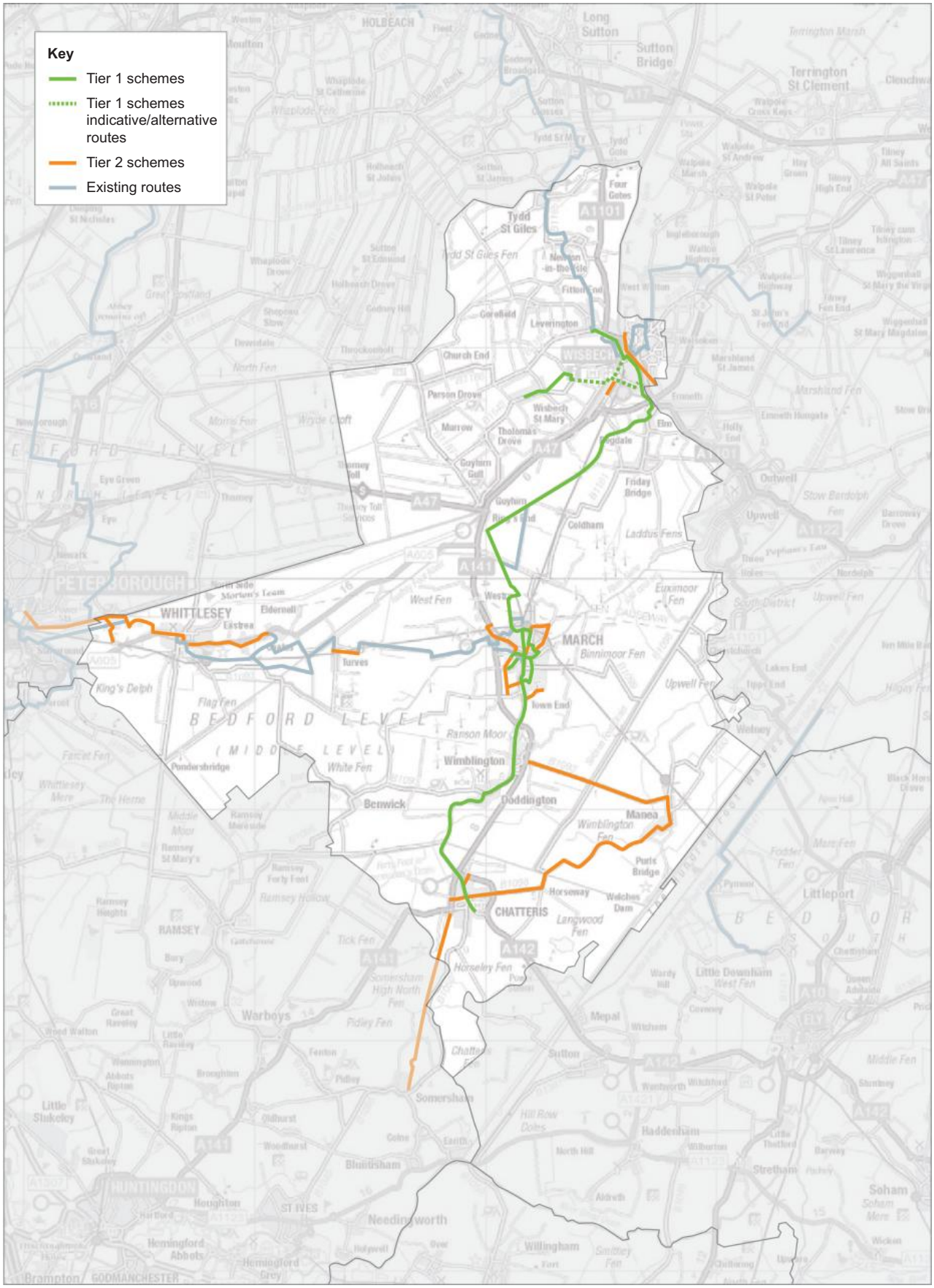
The Emerging Fenland Action Plan contains both strategic studies and identified schemes and these are broken down in the Emerging Action Plan below, which is organised into strategic study or district-wide schemes and then by market town and rural area.

Active Travel schemes for Fenland are also identified in the Fenland Cycling, Walking and Mobility Aid Improvement Strategy[73]. All strategies should be read together for a full picture of all transport schemes for Fenland.

All new schemes will need to align with the CCC Climate Change and Environment Strategy, including its commitment to 'doubling nature'. A carbon assessment of all schemes will also need to be undertaken.

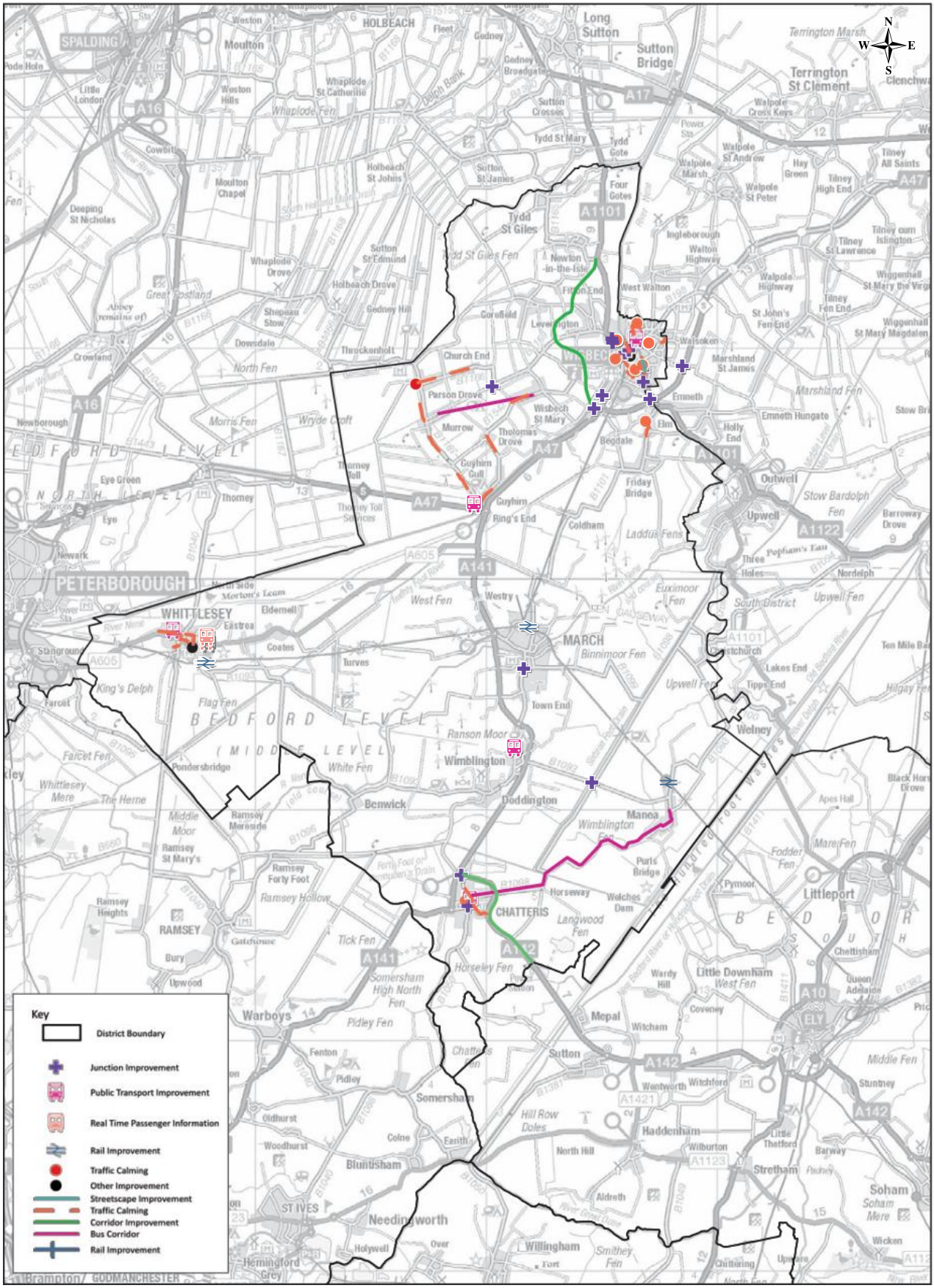
All schemes must embrace the Vision Zero and Safe Systems approach from design through to delivery.

Fenland active travel network map



Draft CPCA LTCP initiatives

Fenland



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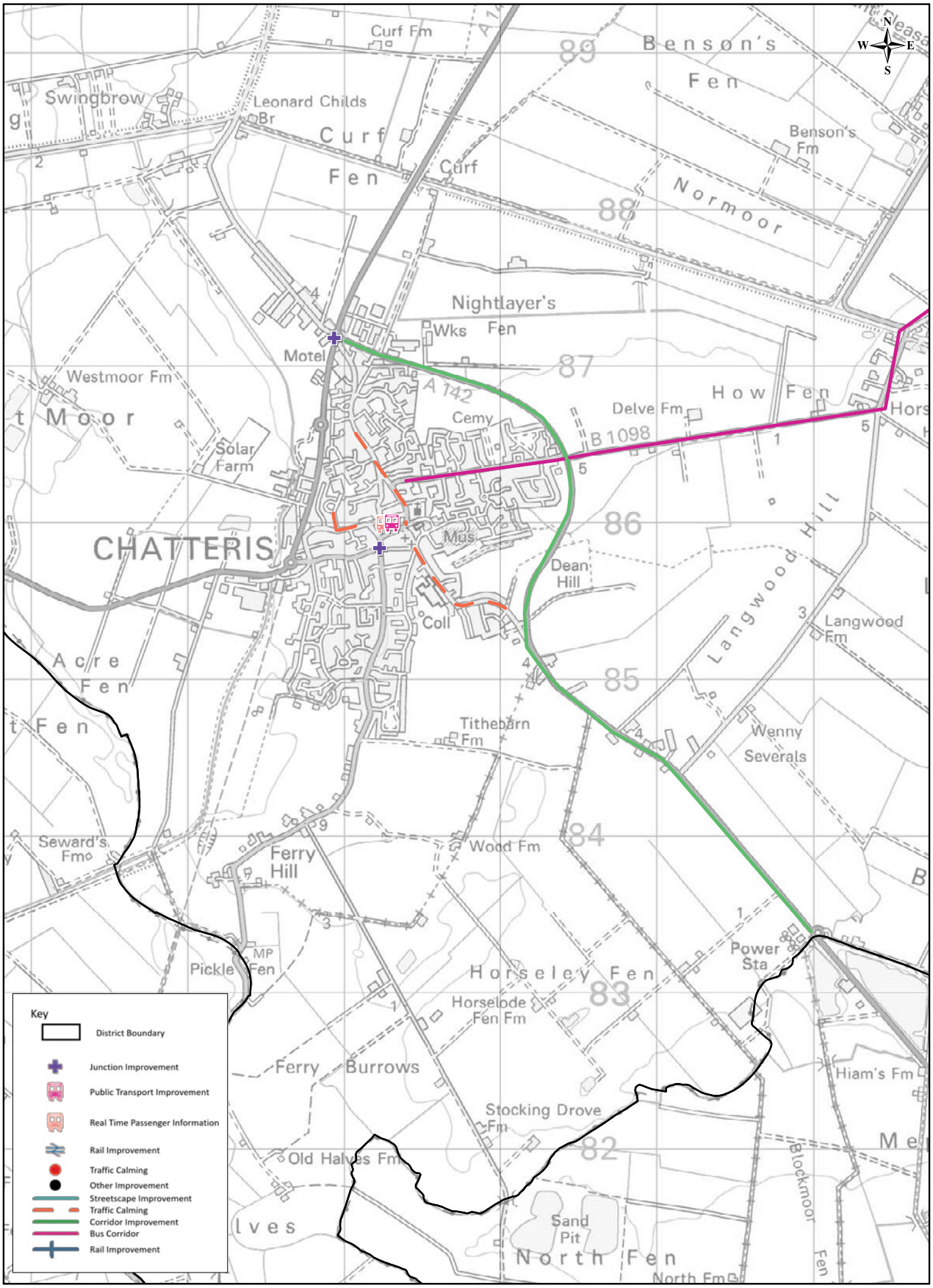
ID	Location	Description	Scheme type
FTS001	Cambridgeshire wide	Work in partnership with local communities to make the option of 20mph zones more widely available, and easier to obtain	(From Corporate Priorities)
FTS002	District wide	Roll out of civil parking enforcement across the Fenland District	Ongoing project
FTS003	District wide	Investigation and promotion of car clubs in Fenland	Investigation study
FTS004	District wide	Lobby for rail service improvements at the Fenland Stations – frequency and hours of operation	Partnership working
FTS005	District wide	Lobby train companies to introduce stop at Cambridge North	Partnership working
FTS006	District wide	Engage with bus service operators and the CPCA to improve bus services	Partnership working
FTS007	District wide	Identify s106 funding to pump prime market town bus services (e.g. circular town bus route type services such as Hopper)	Ongoing project
FTS008	District wide	Investigation into installation of electric vehicle charging points of various types in car parks and on street. Working with CPCA and FDC	Investigation study
FTS009	District wide	Work with Fenland District Council to support transition to ULEV taxis and electric taxis	Investigation study
FTS010	District wide	Work with the CPCA to investigate the possibility of e-bike hire schemes across the district	Investigation study
FTS011	Bus link between Chatteris and Manea	Bus shuttle to tie up with railway timetable – highlighted in the CA Chatteris Market Town Masterplan	Investigation study

Chatteris



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ID	Location	Description	Scheme type
FTS012	Chatteris, key locations in the town centre	Identify locations for new Real Time Passenger Information (RTPI) display(s)	Investigation study
FTS013	Chatteris, key locations in the town centre	Investigations into bus stop improvements in Chatteris	Investigation study
FTS014	Chatteris, High Street	Investigations into traffic calming in Chatteris	Investigation study
FTS015	Chatteris, West Park Street/ Huntingdon Road/Victoria Road Junction	Introduction of traffic signals	Project
FTS016	A141/A142 roundabout crossing	Junction improvement. Safety scheme requested through Fenland Transport Strategy. Linked to the A141 and A142 Strategic Study	Investigation study
FTS017	Chatteris	Improved bus service linking Chatteris hospitals	Investigation study
FTS018	Wenny Road (Cromwell College)	Investigate options for 20mph school zone	Investigation study
FTS019	Burnsfield Street (Kingsfield Primary)/Station Street (link path)	Explore options to limit vehicle access to Burnsfield Street during peak (school run) times	Investigation study
FTS020	Burnsfield Street (Kingsfield Primary)/Station Street (link path)	Explore option for 20mph school zone on Station Street	Investigation study
FTS021	Chatteris A142/A141 Slade End roundabout	Investigation into capacity and safety improvements	Investigation study
FTS022	Chatteris, key locations in the town centre	Public transport promotion	Promotion

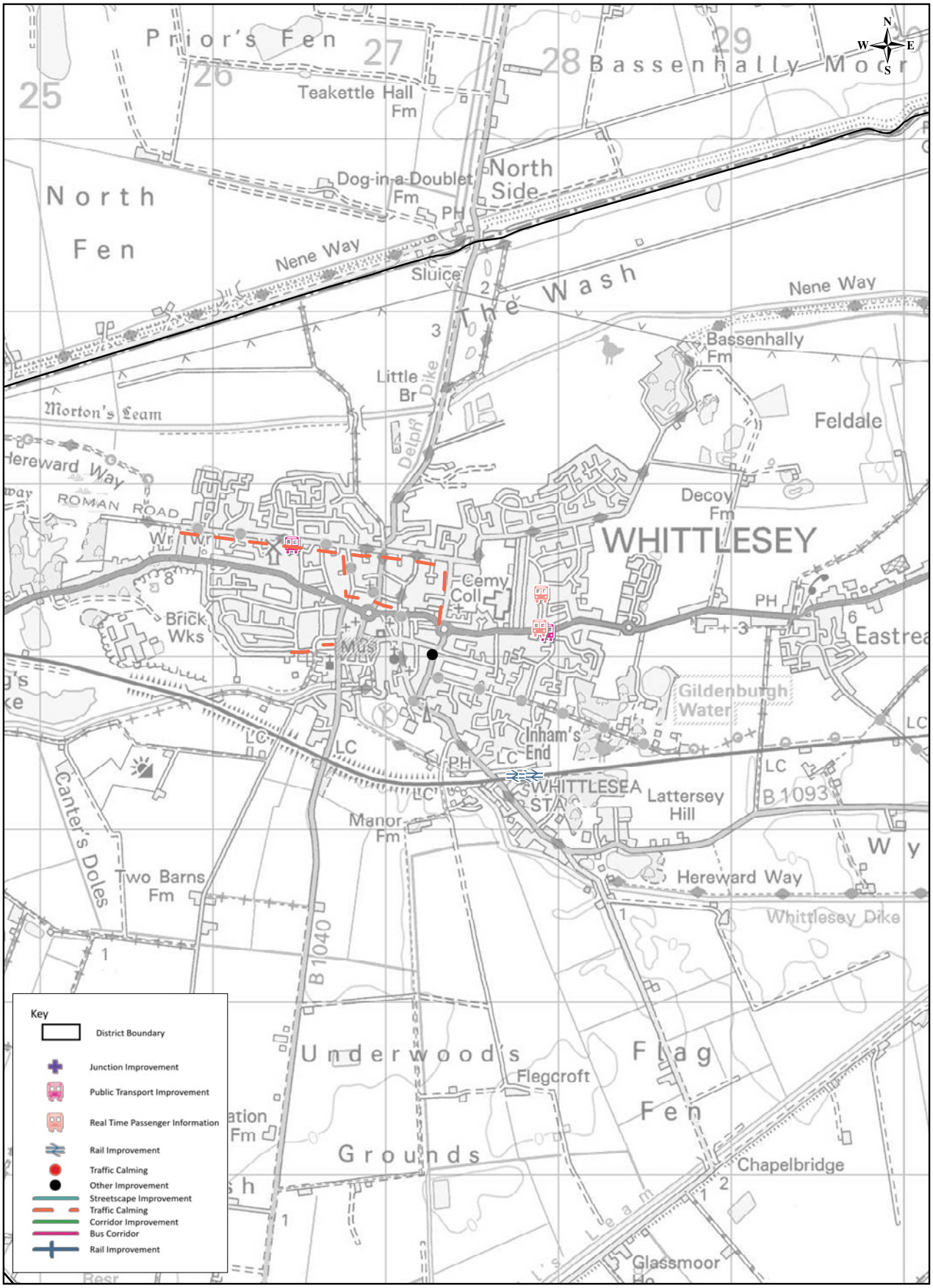
March

Note that the March Area Transport Study and March Future High Street Fund schemes are currently being delivered.

ID	Location	Description	Scheme type
FTS023	March Northern Link Road between Hostmoor Avenue and Elm Road	Highway improvements	Project
FTS024	March, rail station	Railway station masterplan and interchange improvements	Project
FTS025	March, Burrowmoor Rd, outside primary school	Investigation into traffic calming	Investigation study
FTS026	B1101 High Street/St Peters Road junction, March	Upgrade traffic signals to cater for right-turning traffic better	Project

Whittlesey

Cambridgeshire County Council



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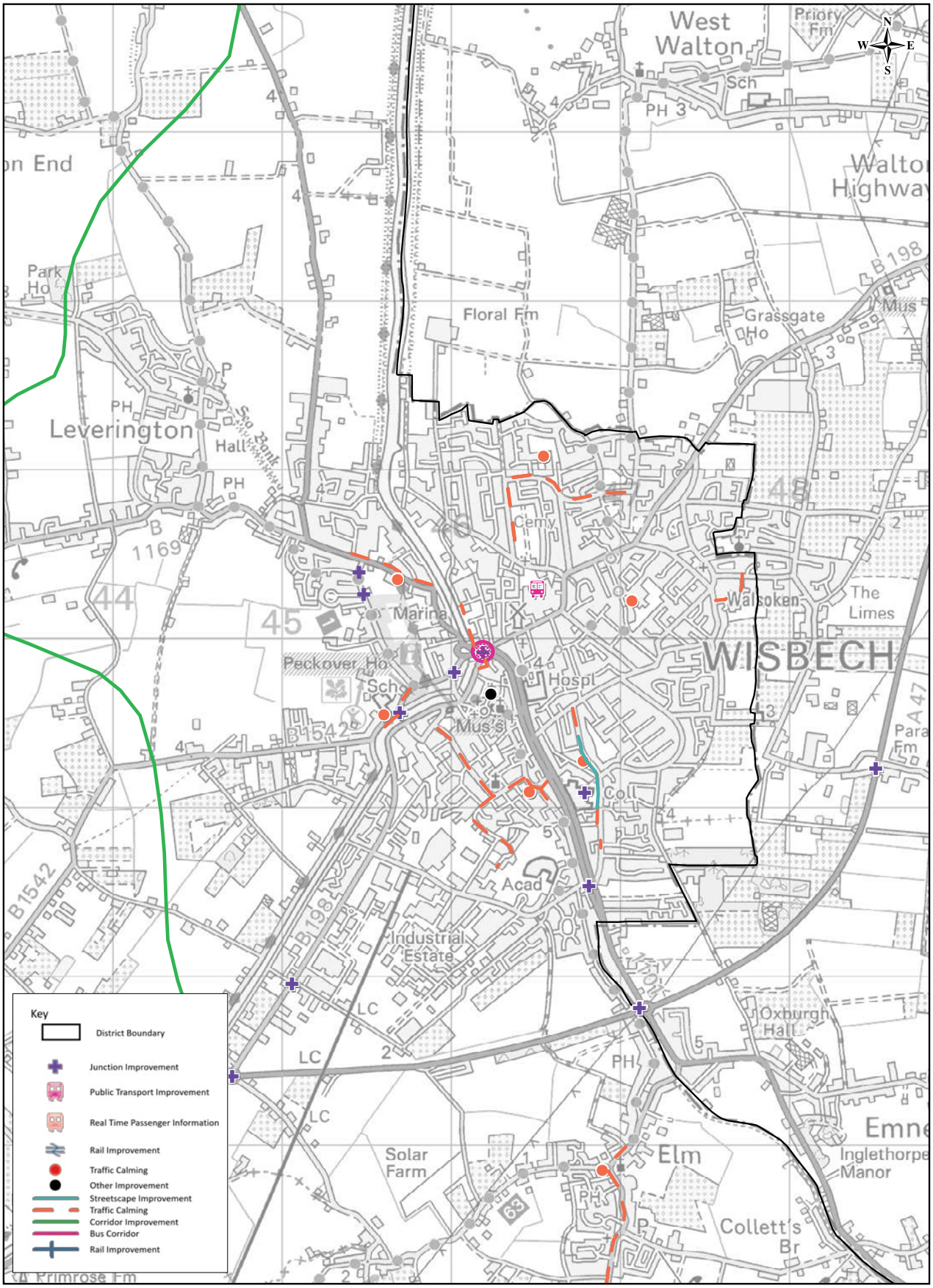
ID	Location	Description	Scheme type
FTS027	Whittlesey, key locations in the strategy area	Town-wide bus service	Investigation study
FTS028	Whittlesea rail station	Improve facilities at rail station – potentially to include toilet facilities	Project
FTS029	Whittlesea, rail station	Public transport scheme – bridge over platforms to allow quicker boarding of trains at south platform, and avoid wait at level crossing and provide a safe crossing place	Project
FTS030	Whittlesea, rail station	Public transport scheme – lengthen platforms to allow all train doors to open at Whittlesea rail station	Project
FTS031	Whittlesea, rail station	Public transport scheme – explore proposals for a parkway station for Peterborough at Whittlesea rail station	Project
FTS032	Whittlesey, Eastrea Road	Public transport improvement – Provision of a bus stop/ improvements at Eastrea Road at east end of Whittlesey	Investigation study
FTS033	Whittlesey, Stonald Road	Public transport improvement – Provision of a bus stop/improvements at Stonald Road if a service is provided	Investigation study
FTS034	Whittlesey, Eastrea Road (Sainsbury's)	Hopper Bus Stop infrastructure contribution (Whittlesey Town service)	Project
FTS035	Whittlesey, Victory Avenue Bus Stop	Installation of Real Time Passenger Information (RTPI) display(s)	Project
FTS036	Whittlesey, key routes around Whittlesey	Public Transport Schemes – information, signs, timetables	Project
FTS037	NCN63 Stonald Road	Explore options to reduce traffic speeds, including 20mph zones and safety cameras	Investigation study
FTS038	Plough Road/Hallcroft Road/Park Lane (Park Lane Primary)	Explore options for 20mph school zone (Park Lane)	Investigation study
FTS039	NCN63 Windmill Street/ Gracious Street/High Causeway	Review issue of parked cars blocking footpaths	Investigation study
FTS040	Bassenhally Road/Drybread Road (Aldermans Primary)/ Coronation Avenue	Explore potential for traffic calming on Bassenhally Road	Investigation study
FTS041	Whittlesey, junction with Mill Road, Eastgate, Cemetery Road and Inhams Road	Study to consider HGV movements and whether improvements are needed. Potentially included as part of a wider Whittlesey study	Investigation study
FTS042	Whittlesey	Park and Ride to Peterborough	Investigation study

Wisbech



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ID	Location	Description	Scheme type
FTS043	Throughout Wisbech	Improve HCV route signage	Investigation study
FTS044	Edge of Wisbech, in proximity of A47	Feasibility study to investigate establishment of lorry parks on the edge of Wisbech	Investigation study
FTS045	Wisbech Western Link Road (Northern Section)	Road to provide another link north south in Wisbech. Part of the Wisbech Access Study	Investigation study
FTS046	A47 Wisbech junction capacity improvements package A47 / Broad End Rd Wisbech – priority junction replaced by roundabout	A47 / Broad End Rd Wisbech priority junction replaced with a roundabout. Part of the Wisbech Access Study	Project
FTS047	A47 Wisbech junction capacity improvements package A47 / A1010 Elm High Rd Roundabout, Wisbech	A47 / A1101 Elm High Rd roundabout. Part of the Wisbech Access Study	Project
FTS048	Wisbech southern access road	Highways Improvements. Part of the Wisbech Access Study	Project
FTS049	Wisbech, College of West Anglia Isle Campus	Investigate access issues at College	Investigation study
FTS050	Wisbech, Railway Road, Fundrey Road, Victoria Road, Queens Road	Speed reduction measures around Railway Road, Fundrey Road, Victoria Road and Queens Road	Investigation study
FTS051	Wisbech, North Brink/Chapel Road junction	Parking study – restricting parking at peak times near junction of North Brink and Chapel Road	Investigation study
FTS052	Wisbech, Waterlees Ward: Bath Road/ St Michaels Avenue/Ollard Avenue	Consider introduction of 'home zone' type measures in Waterlees Ward specifically Bath Road/St Michaels Ave, Ollard Avenue area	Investigation study
FTS053	Wisbech, Old Market / Chapel Road junction	Investigate operation of Old Market / Chapel Road junction	Investigation study
FTS054	Wisbech, near schools	Investigation into traffic calming around schools in Wisbech	Investigation study
FTS055	Wisbech, key bus stops	Investigations into bus stop improvements in Wisbech	Investigation study
FTS056	Bus services in Wisbech serving A47/Cromwell Rd, Wisbech	Towards the extension and enhancement of the existing bus and community transport services that service the site	Investigation study
FTS057	Wisbech Western Link Road (Southern Section)	Road to provide another link north south in Wisbech. Dependant on scheme. Part of the Wisbech Access Study	Investigation study
FTS058	New River Crossing, Wisbech	New River crossing near the A47/Cromwell Road Roundabout. This scheme is linked to the Western Link Road southern section scheme. Part of the Wisbech Access Study	Investigation study
FTS059	Freedom Bridge Roundabout Improvements, Wisbech	Investigate improvements to the operation of the roundabout for all users and improve safety. Part of the Wisbech Access Study	Investigation study

ID	Location	Description	Scheme type
FTS060	Wisbech Bus Station to Freedom Bridge Roundabout Improvement	Improve access into and out of the bus station and improvements to the bus station. Part of the Wisbech Access Study	Investigation study
FTS061	A47 Wisbech junction capacity improvements package A47 / Cromwell Road Roundabout Upgrade, Wisbech	Investigate improvements to the operation of the roundabout for all users and improve safety. Part of the Wisbech Access Study	Investigation study
FTS062	New Bridge Lane/ Cromwell Rd signalisation, Wisbech	New signalisation. Part of the Wisbech Access Study	Project
FTS063	Elm High Road Weasenham Land Roundabout	Roundabout. Part of the Wisbech Access Study – also being investigated by National Highways	Project
FTS064	NCN63 Old Market Place / Chapel Road / Harecroft Road	Explore opportunity to reduce junction width or provide ped island on Pickards Way and Summerfield Close	Investigation study
FTS065	Leverington Road (Peckover School) / Chapel Road path link	Explore 20mph school zone outside Peckover School	Investigation study
FTS066	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	Review parking provision and HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area)	Investigation study
FTS067	Chapel Road / North Brink (Wisbech Grammar)	Explore potential for 20mph school zone	Investigation study
FTS068	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	Explore options for 20mph school zone at Elm School including along West Street	Investigation study
FTS069	Churchill Road / Ramnoth Road (Ramnoth Primary)	Explore potential for 20mph school zone on Ramnoth Road	Investigation study
FTS070	Market Place, Wisbech	Improve safety/conflict with cars and town centre area improvements	Investigation study
FTS071	NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	Explore potential for 20mph school zone (Orchards Primary)	Investigation study
FTS072	A47 Wisbech junction capacity improvements package A47 / A1010 Elm High Rd Roundabout	A47 / A1101 Elm High Rd roundabout. Part of the Wisbech Access Study – also being investigated by National Highways	Project
FTS073	High Road – Wisbech St Mary	Investigate reduction in speed limit	Investigation study
FTS074	Better connectivity between Murrow and Wisbech St Mary – feeder buses to existing services		Investigation study
FTS075	Churchill Road / Ramnoth Road (Ramnoth Primary)	Review wayfinding signage	Investigation study

Villages and rural

ID	Location	Description	Scheme type
FTS076	Guyhirn – school	Safety improvements to consider physical build outs at the school to slow passing traffic	Investigation study
FTS077	Gull Road – Guyhirn	investigate reduction in speed limit	Investigation study
FTS078	Manea Station	Rail Station Improvement	Project
FTS079	Swan Bridge	Safety improvements, Murrow Bank, The Bank, the Bridge	Investigation study
FTS080	Murrow Bank – Murrow	Investigate reduction in speed limit	Investigation study
FTS081	Block Fen roundabout to A141	Road Safety Improvements	Investigation study
FTS082	Wisbech, rural locations around Wisbech	Investigation into Public Transport Improvement – rural interchange. Investigate rural interchange locations such as Guyhirn	Investigation study
FTS083	B1166 Leverington Common crossroads, Bellamys Bridge	Re-align approach to crossroads to reduce risk of overshooting junction	Investigation study
FTS084	Sixteen Foot Bank B1098 at junction with Manea Road B1093	Change crossroads – options assessment being undertaken. Some carriageway surfacing works undertaken this year as part of Boot's bridge scheme but this relates to possible realignment	Project
FTS085	High Road – Tholomas Drove	Investigate reduction in speed limit	Investigation study
FTS086	Wimblington: March Road, south of Honeymead Road	Bus stop improvement	Investigation study
FTS087	Elm Village	20mph zone	Project
FTS088	B1101	B1101 – review speed limit possible 20mph zone	Investigation study
FTS089	Villages and Rural	Investigations into demand responsive transport or similar, linked to public transport interchanges including rail stations	Investigation study
FTS090	Parsons Drove and Church End	Investigations into speed reductions	Investigation study

Strategic studies

ID	Location	Description	Town / village	Lead org.
FTS091	District Wide	Studies to identify further gaps in transport accessibility not currently identified in the action plan – building on the evidence in the Fenland Accessibility Report.	District wide	CCC and FDC
FTS092	Wisbech	Wisbech Access Strategy Phase 2 and 3. Linked to the LTCP, schemes to deliver growth in Wisbech. Related Schemes:FTS057 FTS058, FTS059, FTS060, FTS061, FTS062, FTS063	Wisbech	CPCA–LTCP
FTS093	Wisbech	Investigation into new pedestrian and cycle river crossings	Wisbech	CCC
FTS094	March	Investigation into new pedestrian and cycle river crossings	March	CCC
FTS095	A605 Whittlesey Access	Investigation to traffic movements around Whittlesey with a focus on the A605. Seek ongoing improvements to transport, specifically east-west connectivity and access to industrial areas, taking a multi modal approach, including active travel and safety	Whittlesey	CCC
FTS096	March-Chatteris-Somersham-St Ives	Rapid transit system north-south through Fenland linked with Guided Busway at St Ives, potentially using disuse railway via Somersham to Chatteris and March and then Wisbech. It is likely that the first stage of work would be a high level feasibility study	Various	CCC
FTS097	A141 North Study – Guyhirn to B1514 A1123 roundabout	A study investigating potential improvements to the A141 from Guyhirn roundabout to the B1514 A1123 roundabout. A multimodal approach will be taken with a focus on safety. Related schemes FTS016, FTS021, FTS081	Various	CCC
FTS098	A142 Study	A study investigating potential improvements to the A121 from the A141/A142 roundabout Chatteris to Newmarket roundabout. A multimodal approach will be taken with a focus on safety. Mainly in East Cambs but some of the route is in Fenland near Chatteris	Various	CPCA–LTCP LTCP
FTS099	A47 capacity improvements, Thorney bypass to Walton Highway	Highway Improvements – led by the CPCA	Various	CPCA–LTCP

ID	Location	Description	Town / village	Lead org.
FTS100	Wisbech Garden Town Studies	CPCA lead Wisbech Garden Town Studies	Wisbech	CPCA–LTCP
FTS101	Wisbech Market Town Programme	CPCA lead Wisbech Market Town Progamme	Wisbech	CPCA–LTCP
FTS102	Fenland Stations Regeneration	Some projects that are part of this programme have been delivered or are in delivery. Small elements are listed in the above action plan under the relevant area. Related schemes: March FTS024, Whittlesea FTS028, FTS029 FTS030 FTS031, Manea FTS078	Various	CPCA–FDC–LTCP
FTS103	March Market Town Programme	CPCA lead March Market Town Programme	March	CPCA–LTPC
FTS104	March Area Transport Study (MATS)	Some elements of this have been delivered.	March	CPCA–LTPC CCC
FTS105	March to Wisbech rail reinstatement – reopening potential light rail	Rail improvement – led by the CPCA	Various	CPCA–LTPC
FTS106	E-scooter trial and E-bike expansion	E-scooter and E-bike hire scheme expansion	Draft LTCP Regionwide initiatives	CPCA LTPC
FTS107	Bus reforms – Enhanced Partnership and Franchsing	Bus reform	Draft LTCP Regionwide initiatives	CPCA LTPC
FTS108	ZEBRA – Zero Emission Buses		Draft LTCP Regionwide initiatives	CPCA LTPC
FTS109	Active Travel Scheme	Action Plan of schemes available in Cambridgeshires Active Travel Strategy	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS110	EV Charging Schemes and Outcomes from Alternative Fuel Strategy		Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS111	Demand Responsive Transport	Related schemes: FTS082, FTS089	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS112	Bus Reform Task Force		Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS113	Digital Connectivty		Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS114	Vision Zero – including 20 is plenty	Note some specific 20mph schemes have been highlighted in the location specific elements of the action plan. Related scheme FTS001	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC

ID	Location	Description	Town / village	Lead org.
FTS115	First and last mile (including freight)	First and last mile transport solution	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS116	Heavy Commercial Strategy	Note CCC have a HGV policy link provided in main strategy section	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC

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MAIN STREET

Huntingdonshire Transport Strategy

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director: Place & Sustainability
Electoral division(s):	Alconbury and Kimbolton, Brampton and Buckden, Godmanchester and Huntingdon South, Huntingdon North and Hartford, Huntingdon West, Ramsey and Bury, Sawtry and Stilton, Somersham and Earith, St Ives North and Wyton, St Ives South and Needingworth, St Neots East and Gransden, St Neots Eynesbury, St Neots Priory Park and Little Paxton, The Hemingfords & Fenstanton, Warboys & the Stukeleys, Yaxley and Farcet
Key decision:	Yes
Forward Plan ref:	2023/039
Outcome:	To update the Committee on the development of a district-based transport strategy for Huntingdonshire
Recommendation:	Members are requested to: a) Note the feedback from stakeholder and public consultation on the draft Huntingdonshire Transport Strategy; b) Note progress to date and the next steps for the development and prioritisation of schemes contained in the Huntingdonshire Transport Strategy; and c) Adopt the Huntingdonshire Transport Strategy

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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. An update was provided to this committee on 12th July 2022.

1.2 District-based transport strategies for Huntingdonshire and Fenland will be adopted as 'child documents' of the Cambridgeshire and Peterborough Combined Authority's (CPCA) Local Transport & Connectivity Plan (LTCP) when it is finalised later this year. Huntingdonshire Transport Strategy is one of a suite of strategic transport documents, as set out in Figure 1.

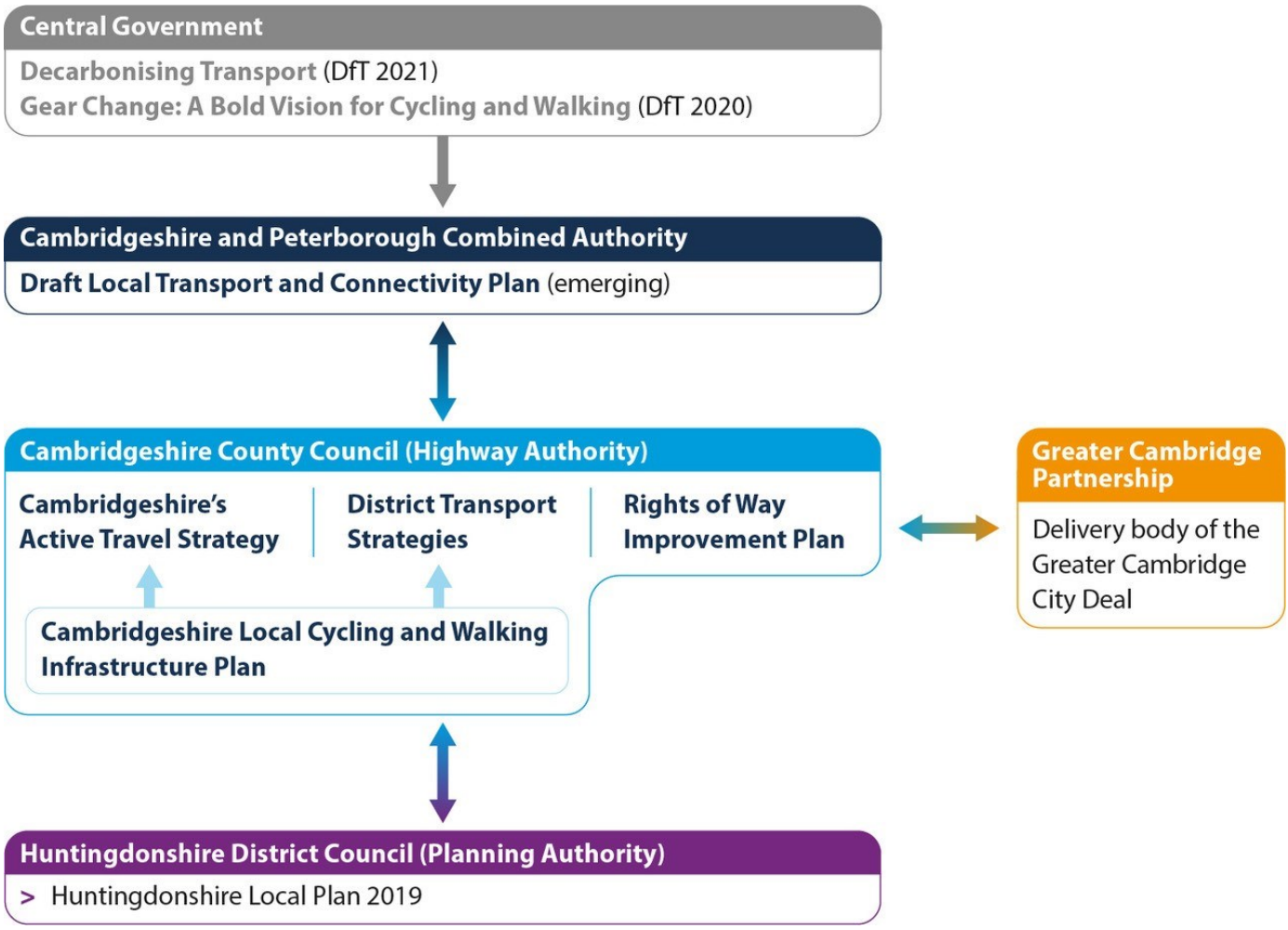


Figure 1: Strategy Relationships

1.3 This report provides an update on transport strategy work for Huntingdonshire, summarising the outcomes from public consultation on the draft strategy and presenting an updated strategy for approval by this committee.

2 Transport Strategy for Huntingdonshire

2.1 District-based transport strategies set out detailed policies and a 'live' emerging action plan for transport investment in each district. The emerging action plan presented in the Huntingdonshire Transport Strategy is in draft, while further work to develop and prioritise schemes is undertaken. Once finalised, schemes contained in the action plans are then eligible for LTCP Integrated Transport Block funding from the CPCA. 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. It should be noted that active travel schemes for all districts are set out in the Active Travel Strategy rather than in the individual district-based strategies.

2.2 The work on the Huntingdonshire Transport Strategy has been co-ordinated with that of the Active Travel Strategy for Cambridgeshire, as well as the CPCA's LTCP.

2.3 The Active Travel Strategy (discussed under Agenda item xx) will provide a comprehensive set of policies that will enable quality provision of active travel infrastructure across Cambridgeshire, with a focus on achieving mode shift from private car journeys that will contribute to the County Council's target to achieve Net Zero Carbon by 2045 and support the Joint Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy.

2.4 The Huntingdonshire Transport Strategy has been developed with officers from Huntingdonshire District Council and under guidance of a Member Steering Group. The Strategy focuses on tackling existing transport issues and supporting the Huntingdonshire Local Plan to 2036. The Huntingdonshire Transport Strategy replaces the Market Town Transport Strategies for Huntingdon & Godmanchester, Ramsey, St Ives and St Neots. The draft Huntingdonshire Transport Strategy can be found in Appendix 1.

Vision and Objectives

2.5 The Vision for the Huntingdonshire Transport Strategy is:

> *To help tackle climate change and support sustainable growth within Huntingdonshire, connecting rural communities and allowing the economy to thrive, while promoting and enhancing active travel and tackling existing highway congestion*

2.6 The objectives of the Huntingdonshire Transport Strategy are:

- **Objective 1**
  Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040
- **Objective 2**
  Enabling residents, workers and visitors to access employment, education, leisure and all the services they need to enjoy a good quality of life
- **Objective 3**
  Enabling **all** residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure

- **Objective 4**
  Supporting the needs of the local economy, potential growth and tackling existing traffic congestion.

Stakeholder engagement and public consultation

2.7 A focussed stakeholder engagement exercise was carried out between 9th May and 19th June 2022. A survey was sent to key stakeholders including County and District Councillors, Parish Councils, voluntary organisations and key interest groups seeking feedback on key transport issues, priorities and views on the draft vision and objectives of the strategy. The stakeholder engagement report can be viewed here: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategies-Stakeholder-Engagement-Report-Final-2022.pdf Changes have been made to both strategies based on feedback received.

2.8 Public consultation took place between 26th September (the start of the consultation was delayed by two weeks due to the death of Her Majesty The Queen) and 7th November 2023 to seek views on and input into the draft strategy and emerging action plan. The consultation ran in tandem with consultation on the Active Travel Strategy and Fenland Transport Strategy and consisted of:

- In person events around the county (mainly held at markets, supermarkets and shopping centres)
- Consultation material online
- An online survey
- Emails to County Councillors, District Councillors, Parish Councils and stakeholders
- Social media advertising campaign
- Strategy documents and paper copies of the questionnaires being available in libraries across the county.

2.9 Figure 2 shows the approximate number of attendees at the public consultation events

Location	~No. of people
Huntingdonshire	100
Rest of Cambridgeshire (events focused on Active Travel Strategy, with information about Huntingdonshire and Fenland available)	100

Figure 2 Number of attendees at events

Survey responses

2.10 The online survey was open for six weeks, with regular advertising by press release and social media. Posters were also displayed in community facilities. In total there were 84 individual respondents and 24 stakeholder responses regarding the Huntingdonshire Transport Strategy. The number of completed online surveys may have been impacted by some members of the public providing their feedback directly at the consultation events. In summary:

- Half of respondents strongly agreed or agreed with the draft vision (a quarter of respondents neither agreed or disagreed)
- The majority of respondents agreed or strongly agreed with the proposed objectives

- The three most important transport issues identified by respondents were:
    - Lack of public transport
    - Lack of connectivity and accessibility
    - Lack of cycling infrastructure

2.11 The public consultation report, summarising responses to the online survey, can be found here: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategy-for-Huntingdonshire-Consultation-Report-Final-2023.pdf

2.12 Feedback received at the public consultation events has been collated, with the key themes summarised below. It should be noted that the events took place in the period when Stagecoach announced the withdrawal of some of its rural bus services and before the CPCA process for replacing the services was complete and had been announced.

- Numerous strong concerns about the withdrawal of bus services by Stagecoach, and poor public transport accessibility more generally in rural areas. People highlighted the significant impact on their lives in terms of accessing employment, education, health and other vital services, such as shopping and leisure facilities.
- Concerns about the level of development in Huntingdonshire, particularly in Ramsey, without investment in the necessary supporting infrastructure
- Lack of connectivity for active travel modes between market towns and transport hubs
- Feedback was also received regarding the Greater Cambridge Partnership (GCP) Making Connections proposals. This has been recorded to be shared with the GCP.

2.13 The consultation has provided useful feedback that has informed the development of the strategy and resulted in a range of changes.

- Amendments to the Vision to strengthen the focus on rural communities
- Changes to Objectives to cover everyone travelling in Huntingdonshire
- Strengthening links with health, well-being and active travel
- Additional policies providing a basis for the reallocation of road space and additional focus on active travel

Action Planning process

2.14 The strategy includes an emerging action plan of schemes. Officers are developing a prioritisation process, based around the Council's Strategic Framework and emerging CPCA LTCP objectives using an EAST (Early Assessment and Sifting Tool) methodology.

2.15 The Joint Administration agreed priorities should be focused on road safety, active travel, public transport, and climate objectives at Highways and Transport Committee on 7 December 2021. The Committee on the 8 March 2022 agreed the use of the emerging CPCA LTCP objectives for undertaking scheme prioritisation.

2.16 Scheme prioritisation work will be completed in consultation with the Strategy Member Steering Group and Highways and Transport Committee and will be in place for prioritisation of schemes for funding from 2024-25.

2.17 Tier 2 (route-based schemes) Active Travel schemes will be prioritised in accordance with the methodology set by central government for the LCWIP. Localised Active Travel schemes will use the district-based methodology.

2.18 The next steps for the Huntingdonshire strategy development work are set out below:

Huntingdonshire Strategic Transport Study – evidence base	Complete
Stakeholder engagement	Complete
Agree Objectives	Complete
Draft Strategy and progress update	Complete
Public consultation	Complete
Adoption of Strategy	March 2023
Prioritisation of schemes	Report back to H & T committee in summer / autumn 2023
Annual review of action plans / scheme prioritisation	Report to H&T Committee annually

3 Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The strategy aims to contribute towards the achievement of net zero carbon in Huntingdonshire
- One of the four main strategy objectives is to enhance the natural environment
- The strategy has been developed to support sustainable growth in Huntingdonshire as set out in the Huntingdonshire Local Plan to 2036.

3.2 Health and Care

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

- The strategy will help to expand travel choices and health by improving safety, active travel, and air quality.

- As identified by the Cambridgeshire Joint Strategic Needs Assessment, the percentage of adults with excess weight (18+) is statistically similar to the England average for Cambridgeshire. At the district level, the percentages are statistically significantly worse than the national average in Huntingdonshire.

- The percentage of physically active adults (19+) is statistically significantly better than the England average for Cambridgeshire.

- The recorded prevalence of asthma is statistically significantly higher than the national average across Cambridgeshire and in each district except for Cambridge, where it is statistically significantly lower.

- One of the four objectives of the strategy is to enable all residents to live a safe, fit and active lifestyle by supporting and investing in active travel. Associated enhancements to air quality will also bring about health improvements.

- The Strategy supports the delivery of the Joint Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy

3.3 Places and Communities

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.
- Public consultation and stakeholder engagement has been undertaken to inform the objectives, policies and schemes
- 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

3.4 Children and Young People

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

- A focus on active travel should bring wider benefits to children and young people through improved health and fitness, better air quality and independence.
- The Strategy has been developed to improve access to key services including education which should have benefit to children and young people

3.5 Transport

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

- The Strategy will support a range of policies and interventions aimed at improving travel and transport across the district, specifically focusing on supporting sustainable growth and active travel, technological solutions, improved integration of modes, management of environmental impacts and road safety and traffic management.

- The Strategy contains an emerging action plan of schemes, interventions and studies to improve road safety, active travel, public transport supporting infrastructure and carbon objectives.

4 Significant Implications

4.1 Resource Implications

The following bullet point 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.

4.2 Procurement / Contractual / Council Contract Procedure Rules Implications

All procurement activity will be undertaken in accordance with the Council's Contract Procedure Rules.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

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

- An Equality Impact Assessment accompanies the Huntingdonshire Transport Strategy.

4.5 Engagement and Communications Implications

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

- Stakeholder engagement was carried out in May and public consultation on the strategy took place between September and November. This included an online survey, in person drop in events and social media advertising. Feedback from the events and survey has been used to make amendments to the strategy.

4.6 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 strategy.

4.7 Public Health Implications

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

- The Strategy supports the delivery of the Joint Cambridgeshire and Peterborough Health and Wellbeing Integrated Care Strategy
- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport Plan.
- "*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 and is fundamental to the Council's transport strategies.

4.8 Climate Change and Environment 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: The 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 scheme development work will be addressed in future reports to this Committee.

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

5 Source documents

- Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity 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)
- Huntingdonshire Strategic Transport Study: Huntingdonshire Strategic Transport Study: Baseline Report (May 2017)
- Stakeholder engagement report: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategies-Stakeholder-Engagement-Report-Final-2022.pdf
- Public consultation report: https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategy-for-Huntingdonshire-Consultation-Report-Final-2023.pdf

- Equality Impact Assessment: https://www.cambridgeshire.gov.uk/asset-library/Equality-Impact-Assessment-Huntingdonshire.pdf

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 Head of Procurement and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

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

Name of Officer: David Allatt

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: David Allatt

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

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

March 2023

Huntingdonshire Transport Strategy

Huntingdonshire DISTRICT COUNCIL

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Cambridgeshire County Council

Paper copies of the survey are available on request.

If you would like a copy of this document either in Braille, large print or in other languages please contact us preferably by email: Transport.Plan@Cambridgeshire.gov.uk or telephone: 0345 045 5200

Executive Summary

This document provides the strategy and policy basis for transport measures in Huntingdonshire along with an emerging action plan of transport schemes and studies. The strategy supports the Local Plan for Huntingdonshire and sets out objectives and policies which provide the framework for the development of an action plan of schemes. The document also provides information on potential funding sources for the transport schemes within the action plan. The Strategy aligns with the vision and objectives of the draft Cambridgeshire Local Transport and Connectivity Plan. The strategy has been developed in partnership with Huntingdonshire District Council and councillors from Cambridgeshire County Council and Huntingdonshire District Council.

Stakeholder engagement was carried out in June 2022 which helped provide focus for the drafting of the strategy. Public consultation followed, between September and November 2022 and the results have fed into this updated strategy.

Vision

The vision for this strategy is:

> To help tackle climate change and support sustainable growth within Huntingdonshire, connecting rural communities and allowing the economy to thrive, while promoting and enhancing active travel and tackling existing highway congestion.

Objectives

The four objectives of the Strategy are:

Objective 1

Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040

Objective 2

Enabling residents, workers and visitors to access employment, education, leisure and all the services they need to enjoy a good quality of life

Objective 3

Enabling all residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure

Objective 4

Supporting the needs of the local economy, potential growth and tackling existing traffic congestion

Policies

The policies within the strategy have been developed to support the Huntingdonshire Local Plan to 2036 and to improve transport accessibility. The policies focus on the following areas:

- Support sustainable growth
- Technological solutions
- Improved integration of modes
- Management of environmental impacts
- Road safety and traffic management

Contents

Glossary

AQMA	Air Quality Management Area
CCC	Cambridgeshire County Council
CPCA	Cambridgeshire and Peterborough Combined Authority
DfT	Department for Transport
EV	Electric Vehicle
LTCP	Local Transport and Connectivity Plan
LTP	Local Transport Plan
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
ROWIP	Rights of Way Improvement Plan
RTPI	Real Time Passenger Information
S106	Section 106 agreement
SPD	Supplementary Planning Document
TA	Transport Assessment
TS	Transport Statement

Map of Huntingdonshire district

Vision, purpose, scope and objectives

This document provides the strategic framework and emerging action plan of schemes for improving transport in Huntingdonshire. A strong vision, purpose, scope and objectives underpin this strategy to ensure transport supports a healthy, safe and accessible Huntingdonshire.

Vision, purpose, scope and objectives

Climate change is a very real challenge for our communities, businesses and nature. This district-based transport strategy must help to reduce the contribution the county is making towards climate change and reduce our impact on the natural environment. Low carbon transport, including walking, cycling and public transport, is key to achieving net zero carbon in Cambridgeshire by 2045.

The availability of different transport options 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 of Huntingdonshire. Poor public transport networks and highway congestion lead to lost working hours and can discourage new businesses seeking to relocate to an area. The availability of high quality, fast connections to a variety of key destinations can attract new businesses to an area and therefore provide more job opportunities. In addition, increased levels of cycling,

walking and safety can help to improve personal health, wellbeing and quality of life which in turn encourages more use of active travel modes. Congestion and safety issues can deter the use of active modes which can have a negative impact on the health of the population as well as increasing the impact on the environment as more time spent in traffic causes an increase in air pollution, contributing to climate change and worsening public health.

Cambridgeshire County Council's Strategic Vision is:

Creating a greener, fairer and more caring Cambridgeshire

And its 5 Corporate Priorities are:

- Environment and sustainability
- Health and care
- Places and communities
- Children and young people
- Transport.

Huntingdonshire District Council's Strategic Objectives are:

- Tackling climate change and caring for the environment
- Enhancing employment opportunities and supporting businesses
- Supporting our residents' needs
- Improving housing provision
- Strengthening our communities.

Vision and objectives

The Strategy vision and objectives are shown in Figure 1 (overleaf).

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

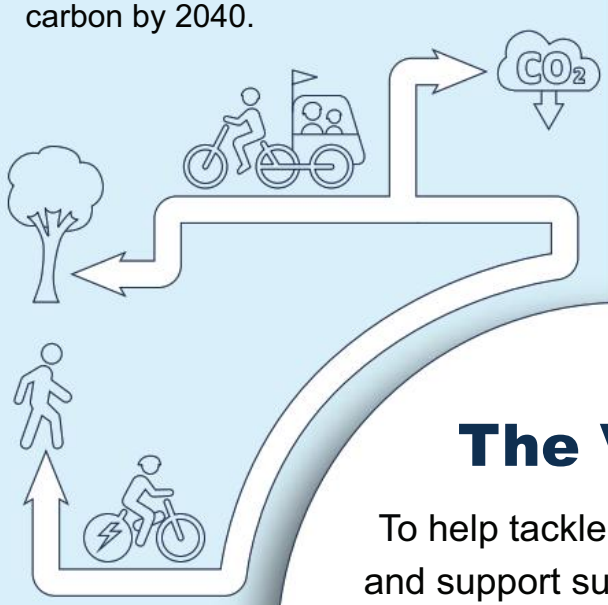
This strategy is based on four equally important objectives, which aim to address how transport can contribute to residents' quality of life, achieve net zero carbon by 2045 and support the local economy.

Purpose

- Support Cambridgeshire County Council, Huntingdonshire District Council and the Cambridgeshire and Peterborough Combined Authority (CPCA) in their respective commitments to climate change and carbon net zero.
- Replace Market Town Transport Strategies for Huntingdon and Godmanchester, St Ives, St Neots and Ramsey.
- Provide a detailed transport policy framework for the County Council as Local Highway Authority, which seeks to address existing problems and is consistent with the policies of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan, including promoting and facilitating active travel journeys.

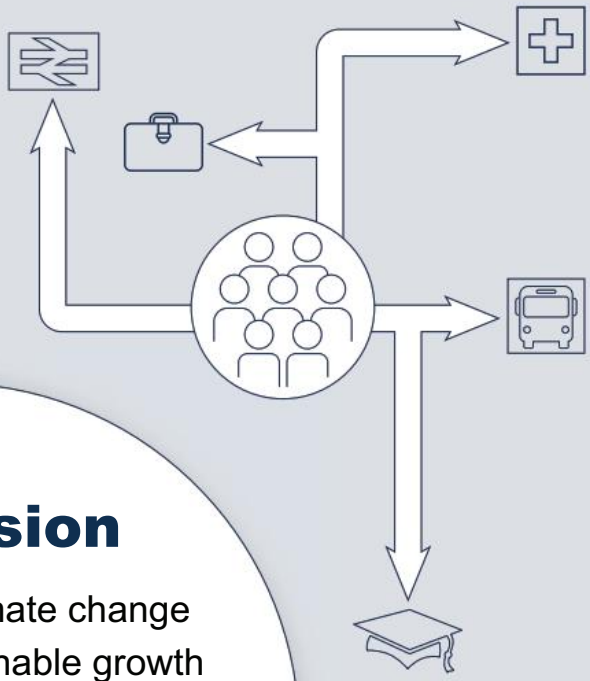
Objective 1

Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040.



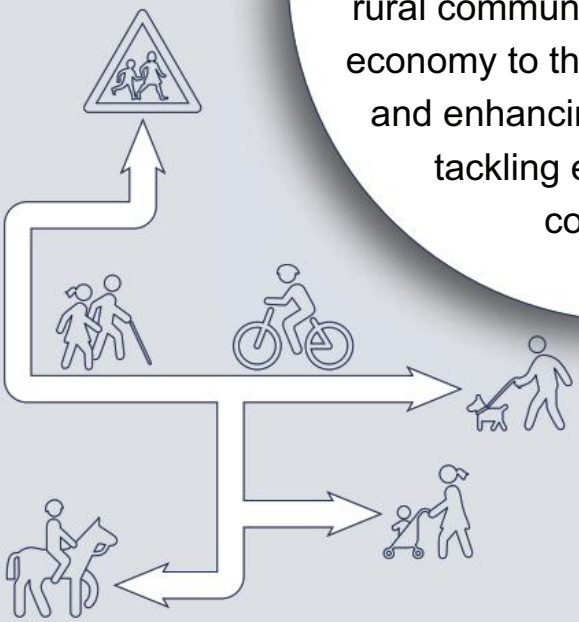
Objective 2

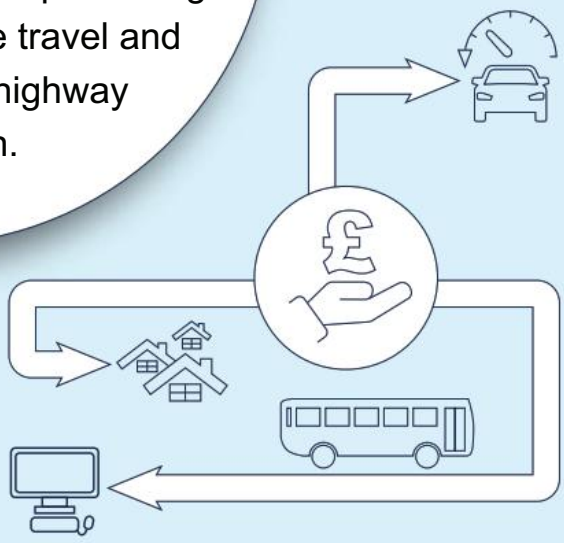
Enabling residents, workers and visitors to access employment, education, leisure and all the services they need to enjoy a good quality of life.



The Vision

To help tackle climate change and support sustainable growth within Huntingdonshire, connecting rural communities and allowing the economy to thrive, while promoting and enhancing active travel and tackling existing highway congestion.





Objective 3

Enabling all residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure.

Objective 4

Supporting the needs of the local economy, potential growth and tackling existing traffic congestion.

Figure 1: Vision and objectives

- Support the Huntingdonshire Local Plan and its Transport Study evidence base, to take account of committed and predicted levels of growth, and the transport infrastructure and services necessary to deliver this growth.
- Set out the Council's (as Local Highway Authority) requirements for local links and connections to other transport infrastructure projects in the district, including East–West Rail, A428 Caxton Gibbet to Black Cat improvements and the CPCA's A141 Huntingdon and St Ives studies.
- Support the adopted policy basis for securing developer contributions towards transport improvements and provide additional guidance on their nature and purpose.
- The Strategy will support and complement the Active Travel Strategy for Cambridgeshire
- The Strategy will contain a 'live' action plan of schemes and interventions (active travel routes for Huntingdonshire are identified in the Active Travel Strategy).
- Road safety and working towards achieving Vision Zero will form an integral part of all schemes and interventions that come forward. A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads.
- The emerging Action Plan will provide a pipeline of schemes and form part of the wider Transport Investment Plan (TIP). Schemes will then be eligible for funding from a range of sources, for example developer funding, Integrated Transport Block, Combined Authority funding bids, Department for Transport funding opportunities and others.

Scope

The scope of the strategy is as follows:

- The district of Huntingdonshire and neighbouring areas where there are strong transport or economic links, such as Cambridge, Peterborough and Bedford.
- Considers safety and all modes of transport used for trips from, to and within Huntingdonshire.
- Identifies interventions to address current problems on the network.
- Takes account of planned growth and interventions agreed but not yet implemented in Huntingdonshire and in surrounding districts in the period to 2036. It also looks to identify further interventions beyond that secured in the adopted Local Plan to provide for the transport demands of future growth aspirations.
- Recognises that the dispersed rural population of Huntingdonshire and the constrained transport networks of the market towns bring different challenges and require different solutions.

The strategy will look to:

- identify and remove barriers to accessing key services; and
- help expand travel choices by improving safety, accessibility and connectivity.

This will be achieved by ensuring the transport networks in Huntingdonshire support safe, accessible, inclusive and integrated journeys which are secure, comfortable and attractive.

The adopted Local Plan sets out the planned growth to 2036, and the Transport Evidence that supports the adopted Local Plan sets out the

mitigation measures necessary to facilitate the delivery of the sites allocated within the plan.

The measures set out in this strategy will aid the delivery of not just the adopted Local Plan allocations but also support existing communities.

This strategy should be read in conjunction with Cambridgeshire's Active Travel Strategy which sets out the vision for walking and cycling, policies and routes for the county. The two strategies complement one another to provide a comprehensive approach to sustainable travel over the coming years, across Huntingdonshire. The vision for a connected active travel network for Huntingdonshire can be found in the Active Travel Strategy.

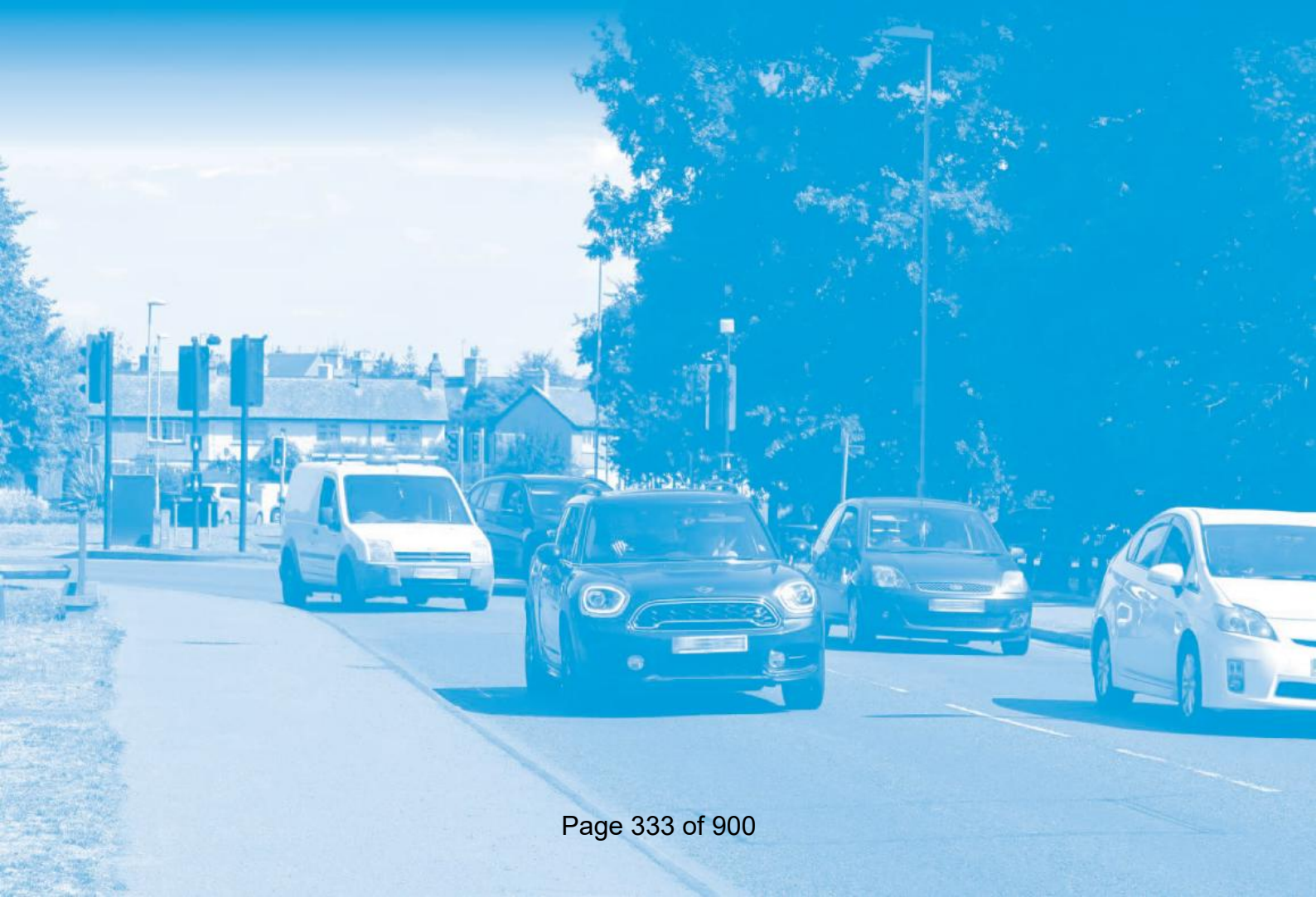
As the Transport Authority for the area, the Cambridgeshire and Peterborough Combined Authority (CPCA) has the remit for working with bus operators providing commercial bus services and planning and providing bus services, where these are tendered or subsidised. At the time of writing the CPCA has published its draft Bus Strategy for Cambridgeshire and Peterborough.

The Greater Cambridge Partnership (GCP) is proposing a much improved bus network, which extends across parts of Huntingdonshire, through its Making Connections programme. The proposed transformation of the bus network would provide more routes, for longer hours and higher frequencies for lower fares across the whole area.

Cambridgeshire County Council will work collaboratively with the CPCA and the GCP, to deliver the public transport elements of this strategy and will review this strategy as the bus improvement plans being brought forward by the CPCA and GCP are agreed and delivered.

Huntingdonshire's transport and travel challenges

Connectivity, congestion and commuting are the key challenges to be addressed by this strategy.



Huntingdonshire's transport and travel challenges

Huntingdonshire is a large district with four market towns and a large rural hinterland comprising around 100 smaller settlements.

Between the Census 2011 and Census 2021 the total usual resident population of Huntingdonshire has increased by 11,300, 6.7 per cent, to 180,800. The number of households has risen by 11.0 per cent since Census 2011 to 76,900 households, and population density has increased to 2.0 people per hectare. Broadly, Huntingdonshire has seen higher population growth in older age groups, in particular the 65 years and over age group. In contrast, younger population groups have seen limited growth or small declines[1]. The mid-2020 population estimates for Huntingdonshire's market towns are shown in Figure 2.

Huntingdonshire's market town populations

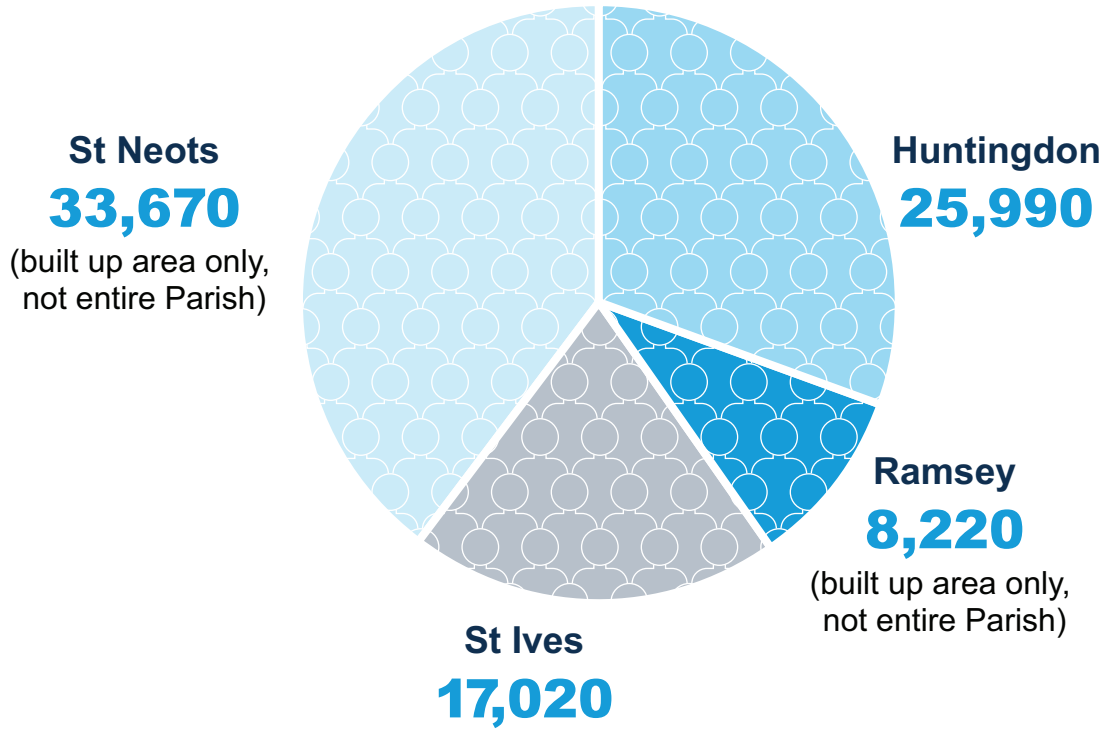


Figure 2: Huntingdonshire's market town populations[2]

Connectivity

The market towns have differing levels of connectivity to the rest of the district and wider regional centres such as Cambridge, Bedford and Peterborough.

Huntingdon is served by rail via the East Coast Main Line with services to London King's Cross and Peterborough. Huntingdon benefits from connection to the Cambridgeshire Guided Busway, although these services are on road until the St Ives Park and Ride and so are subject to delays caused by congestion on the local road network. Huntingdon also benefits from a network of local bus services.

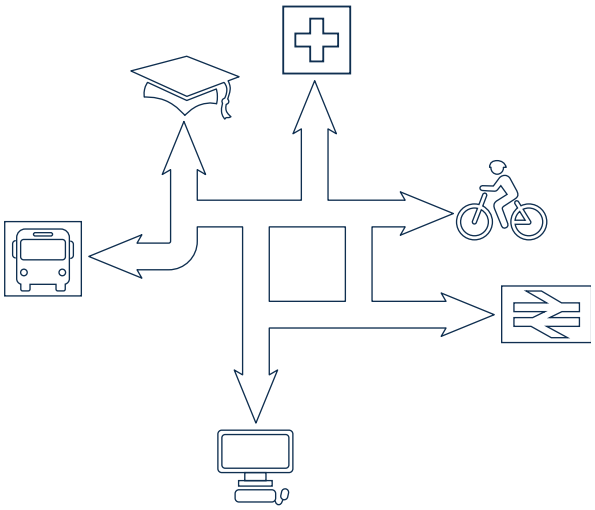
St Ives does not have direct access to the rail network, the nearest rail station is Huntingdon. St Ives is served by direct access to the segregated guided section of the Cambridgeshire Guided Busway as well as a network of local bus services.

St Neots is served by rail via the East Coast Main Line with services to Huntingdon, Peterborough and London King's Cross. St Neots is also served by a network of local bus services.

Ramsey does not have direct access to either the guided busway or national rail services.

Of the four market towns, Ramsey has the highest level of car ownership, likely due to its rural nature, and Huntingdon has the lowest level of car ownership. For Huntingdonshire as a whole, car ownership levels are 1.5 cars per household. This is higher than the car ownership levels in the four market towns, which reflects the rural nature of the district and the greater reliance on cars in rural locations.

The district benefits from a largely flat terrain bringing opportunities to increase



levels of walking and cycling. The National Cycle Network provides NCN route 12 from Spalding to London via Peterborough and Huntingdonshire, as well as NCN route 51 from Oxford to Cambridge via Huntingdon and St Ives.

In October 2021, the CPCA started a new Demand Responsive Transport (DRT) service in west Huntingdonshire named TING. The service employs four small single- deck buses of Stagecoach East to provide bus services on demand across 360 km^2 of the region. Passenger levels have continued to increase significantly, and the contract has been extended until the end of 2023.

Commuting

Motorised vehicles dominate travel in the district with fewer than 20 per cent of journeys to work being made by sustainable travel modes (active travel and public transport). The district-wide modal shares have remained constant between 2001 and 2011 with little net change over this period. However, there has been a trend of reduced car mode shares for journey to work trips originating in, and destined for, central

Huntingdon. Although rail accounts for around only 4 per cent of journey to work trips to/from the district, there has been significant growth in travel via both Huntingdon and St Neots rail stations over the past 10 years.

A significant proportion of Huntingdon residents work outside the district with Peterborough, South Cambridgeshire and Cambridge being key job locations. There is also an important, but lower-scale demand, for inbound commuting trips into the district with around one third of jobs within Huntingdon being occupied by residents from elsewhere; Peterborough, South Cambridgeshire and Fenland being the most important external home locations.

This information is taken from the Huntingdonshire Strategic Transport Study[3], see document for further detail.

As it evolves, this strategy will need to consider the impact of the COVID-19 pandemic on long-term travel to work patterns. Data from the 2021 Census has not been included here, as travel patterns during lockdown were severely disrupted.

Congestion

The road network in Huntingdonshire includes the A14, A1(M) and the A428 on the Strategic Road Network. Historically, there has been a significant level of congestion on these roads, which has had knock-on impacts for local roads as traffic re-routes to avoid congested areas. In recent years there have been several changes to the road network in Huntingdonshire, including the A14 Cambridge to Huntingdon Improvement Scheme, which has removed strategic traffic from local roads. This scheme has delivered an upgraded A14, Huntingdon Southern Bypass, and new roads around Huntingdon Station. See further information in Chapter 3.

Wider transport and policy context

An important part of the strategy is working in partnership with other organisations and aligning with wider strategies and policies.

Wider transport and policy context

This chapter summarises the relevant existing and emerging policy and strategy documents that cover Huntingdonshire. They sit alongside and complement this strategy.

Draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan

The Cambridgeshire and Peterborough Combined Authority (CPCA) adopted its first Local Transport Plan in January 2020. At the time of writing, it is drafting a new Local Transport and Connectivity Plan (LTCP)[4].

The Huntingdonshire Transport Strategy supports the draft LTCP Vision – 'a transport network which secures a future in which the region and its people can thrive. It must put improved 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.

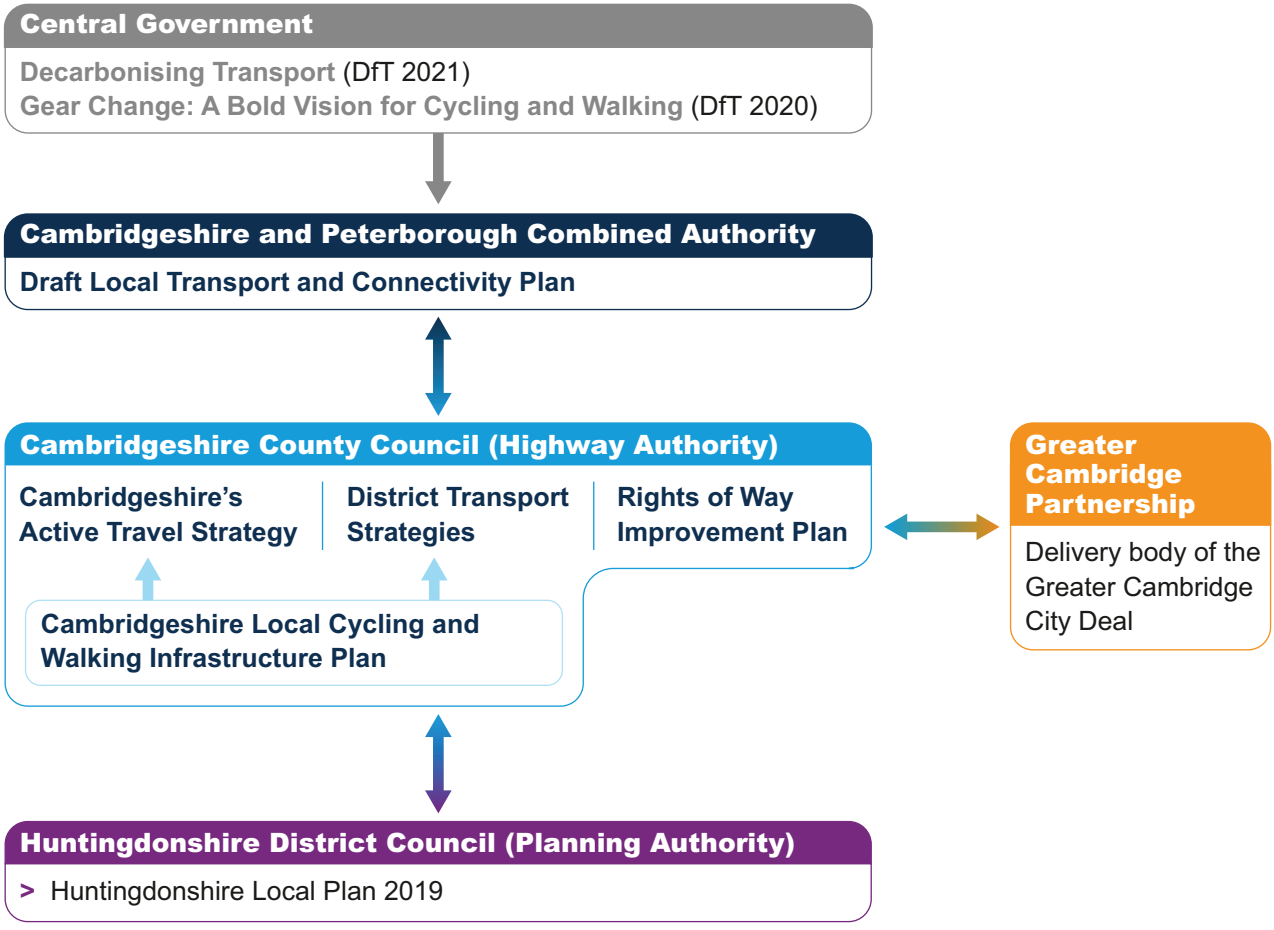


Figure 3: County Council Transport Strategy Documents and links to CPCA LTP and District Local Plans

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

With transport being the main cause of greenhouse gases in Cambridgeshire and Peterborough, the draft LTCP becomes central to reducing emissions successfully and fairly. The draft LTCP is working towards:

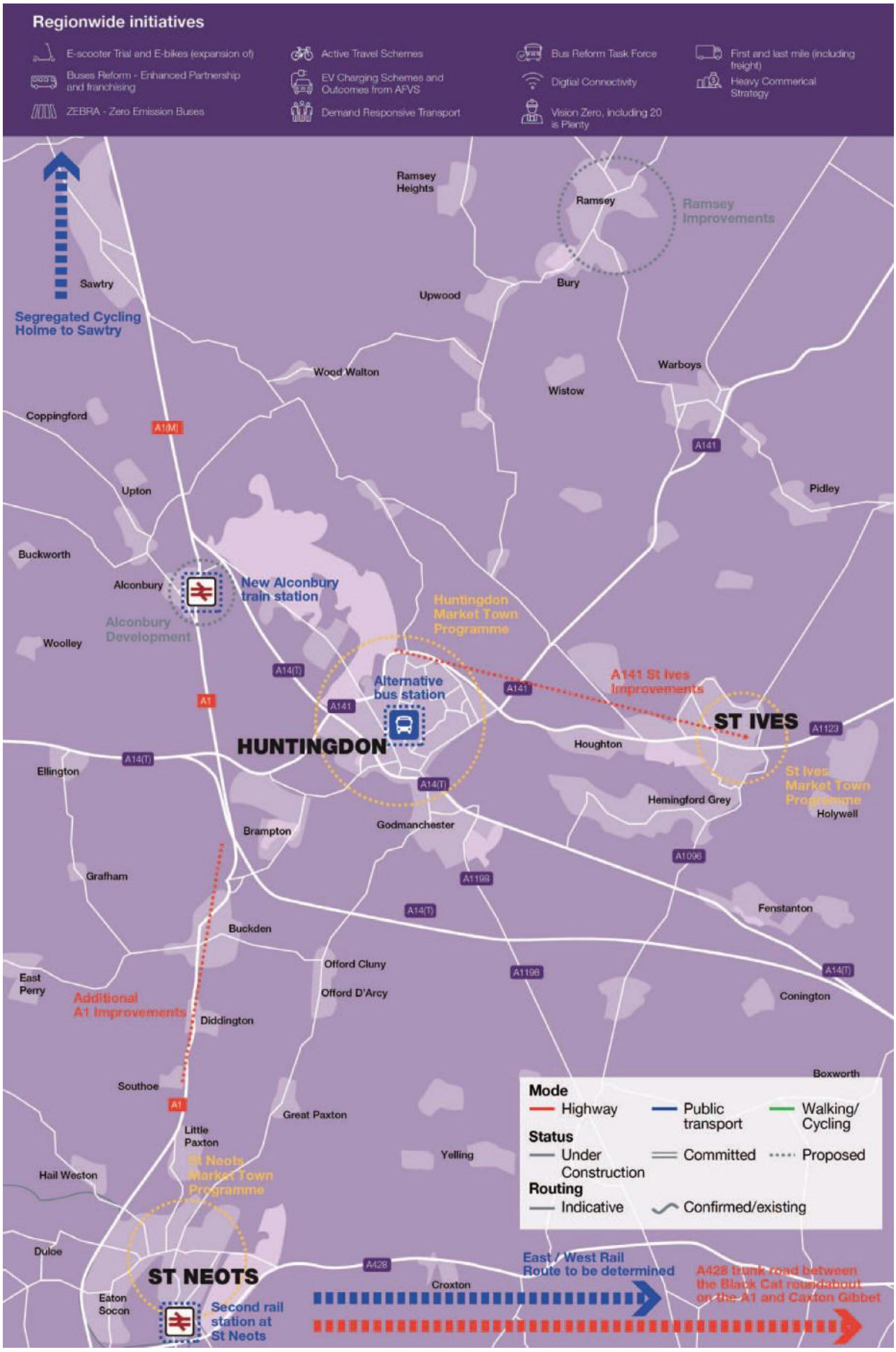
- a 15 per cent reduction in driven car miles by 2030
- the roll out of electric vehicle charging infrastructure, bringing those districts with low provision up towards the levels of the best
- a transition towards zero emission bus and taxi fleets by 2030 – including improvements to public transport, trials of on-demand electric buses, and infrastructure for walking and cycling
- exclusion of diesel vans and trucks from urban centres by 2030.

Emerging bus strategy

The CPCA is developing a bus strategy for Cambridgeshire and Peterborough.

The emerging strategy seeks to transform bus travel by offering high levels of convenience and connectivity, not just in our urban areas but across the entire region, including rural areas and market towns. This is something not seen on such a scale anywhere else in the UK. The aim is to deliver a fully integrated bus network, serving the needs of the Cambridgeshire and Peterborough area. We want to make journeys quicker, cheaper and more reliable, delivering attractive, environmentally friendly services across our area. The emerging bus strategy aims to more than double bus patronage by 2030.

Figure 4: LTCP initiatives for Huntingdonshire



Huntingdonshire Local Plan

Huntingdonshire's Local Plan to 2036[5], was adopted in May 2019. It sets out the District Council's approach to securing sustainable development from 2011 to 2036 to meet identified needs.

Huntingdonshire Strategic Transport Study

As part of the preparation of the Local Plan, the District Council commissioned a Strategic Transport Study to provide the transport evidence to support the Local Plan. The Strategic Transport Study[3] considered the existing conditions for transport in the district and then tested the transport implications of a series of potential packages of development sites to ascertain their ability to deliver a sustainable development strategy for Huntingdonshire. The final development strategy that went forward into the adopted Local Plan was supported by a mitigation package to ensure that the transport impacts of the proposed development sites could be minimised and accommodated.

The Transport Investment Plan

The Transport Investment Plan (TIP)[6] collates transport schemes and proposals that have been identified by the County Council in its various strategy documents and 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.

Cambridgeshire's Active Travel Strategy

Cambridgeshire's Active Travel Strategy 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. It 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 local journeys. The Huntingdonshire Transport Strategy will be implemented alongside Cambridgeshire's Active Travel Strategy. The Active Travel Strategy contains the policies and strategy for walking and cycling, whilst considering all non-motorised users, including equestrians, and the active travel schemes and measures which will be developed and implemented in Huntingdonshire.

Local Cycling and Walking Infrastructure Plan

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)[7] forms part of the Government's aim to make walking and cycling the natural choice for all short journeys or as part of a longer journey. The Department for Transport recommended that all local authorities should develop LCWIPs and have advised that those authorities with plans will be well placed to bid for future funding.

The Cambridgeshire LCWIP covers the whole county and focuses on each district to highlight priority routes for

cycling using census data to identify where funding could have the greatest effect in terms of where people live and work. The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the county, with an emphasis on routes to transport hubs. For walking, it focuses on Cambridge City and the market towns to identify the main routes to school, local shops, employment and train/bus stations.

Walking and cycling schemes for Huntingdonshire are included in the LCWIP and Active Travel Strategy.

Rights of Way Improvement Plan (updated 2016)

The updated Rights of Way Improvement Plan (ROWIP)[8], in line with the requirements of the Countryside and Rights of Way Act 2000, sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statements of Action. Its scope includes all non-motorised users (NMUs), including equestrians. This strategy will work towards the goals of the ROWIP and incorporates the Statements of Action, where appropriate.

Highway Asset Management (April 2021)[9]

To make best use of budgets, an asset management approach is used to provide the best value for maintaining Cambridgeshire's highways.

Highway Capital Maintenance Programme (2022-2024)[9]

Cambridgeshire County Council has an approved two-year Highway Capital Maintenance Programme, which forms part of the Highway Operational Standards. This programme sets out our upcoming schemes for carriageway and footway maintenance, surface treatments, bridges and traffic signals.

There is also a priority list for years 3, 4 and 5. These schemes will be assigned to specific years following further development and co-ordination with other works on the highway network.

Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy (2022)

This strategy sets out the shared ambitions of the NHS, local authorities and health and care organisations in Cambridgeshire and Peterborough for improving the health and wellbeing of the people who live and work here. The four key priorities are:

- Ensure our children are ready to enter and exit education, prepared for the next phase of their lives.
- Create an environment that gives us the opportunity to be as healthy as we can be.
- Reduce poverty through better employment, skills and housing.
- Promote early intervention and prevention measures to improve mental health and wellbeing.

Joint Strategic Needs Assessment (JSNA)[10]

The purpose of the JSNA is to identify local health needs and views to support local strategy development and service planning. Health concerns in Huntingdonshire include excess weight in adults and prevalence of respiratory disease. This strategy will take account of these and other trends to inform strategy objectives and policy.

The JSNA Transport Theme Report[11] suggests a range of potential next steps:

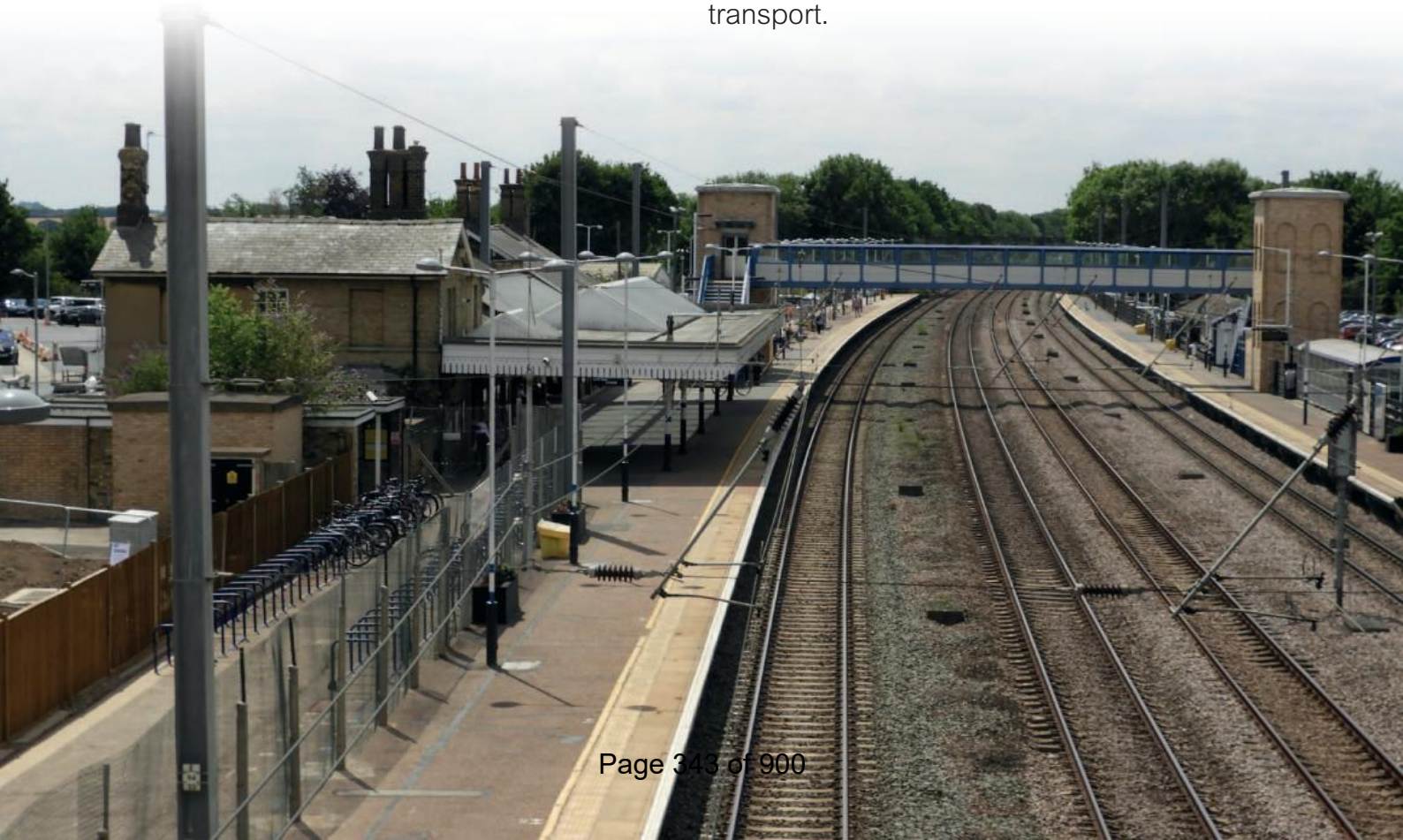
- **Improving safety and perception of safety –** addressing issues around immediate environments of cycle and walkways to encourage walking and cycling.
- **Infrastructure –** providing the right physical environment for people to walk and cycle, especially focusing on reducing the distance by bicycle or walking compared to other modes of transport.
- **Culture –** tackling the different barriers that prevent people being active, taking into account social and economic inequalities, age and disability and understanding the cultures of those who will benefit the most.
- **Further assessment of data and intelligence –** to enable targeting of initiatives.

Government's Transport Decarbonisation Plan[12]

This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

It includes:

- the pathway to net zero transport in the UK
- the wider benefits net zero transport can deliver
- the principles that underpin the approach to delivering net zero transport.



The Transport Strategy for Huntingdonshire is aligned with this plan and seeks to play a role in reducing carbon from transport.

Cambridgeshire's Climate Change and Environment Strategy 2022

Human-driven climate change is the greatest environmental challenge of our time. Through the recognition that there is an urgent need for stronger and more integrated action, and in recognition of the scale of this threat, Cambridgeshire County Council declared a Climate and Environment Emergency in May 2019, and then approved 'Net Zero Cambridgeshire 2045 – Cambridgeshire County Council's Climate Change and Environment Strategy 2022'[13]. These documents set out the County Council's ambitious plans for the county of Cambridgeshire to be net zero by 2045. One of the main priorities will be to focus on low carbon transport – prioritising walking, cycling and public transport, and supporting the uptake of electric vehicles.

Alternative fuels

The transport sector accounts for the highest share of CO_2 emissions, therefore, if we are to achieve net zero by 2045, a significant change in transport behaviour is needed. Alongside active travel and the use of public transport, switching to ultra-low or zero emission vehicles will significantly reduce environmental impact and improve air quality, bringing health benefits due to lower levels of pollution. The government has set out measures to support the decarbonisation of the transport system through the funding of electric vehicle charging infrastructure (including for buses and taxis), investing in green public transport and phasing out, with the eventual ban on the sale of pure internal combustion engines (ICE) vehicles by 2030. The benefits of EVs are clear, however, there are several barriers to uptake:

- Insufficient charging infrastructure.
- Insufficient access to private off-road parking.
- Grid constraints and electricity distribution capacity.
- Upfront cost of vehicles.
- Vehicle range anxiety – linked to public charging infrastructure.
- Concern about new forms of emissions and particulate creation and the carbon cost of producing electric vehicles.

This strategy supports the policy approach for EVs and alternative fuels set out in the LTCP and East Anglia Alternative Fuels Strategy[14] and will seek to overcome the barriers listed.

Huntingdonshire Environment and Climate Strategy (emerging)

Huntingdonshire District Council's ambition is to reach net carbon zero council operations by 2040 and 'encourage the communities and businesses of Huntingdonshire to achieve net carbon zero'.

An updated and expanded Environment and Climate Strategy[15] is being prepared.

HGV Diamond Study and HGV Policy

This strategy recognises the needs and role of Heavy Goods Vehicles (HGVs) and also Light Goods Vehicles (LGVs) in supporting the economy. Coaches also have an important role to play in our transport system.

However, a high volume of HGV traffic is an issue for many settlements in Huntingdonshire, especially along the A1123. This area was subject to a study which reported in 2020 – the HGV Diamond Area report. This study collected origin and destination data of HGV traffic using the A1123 and adjacent roads and concluded that the vast majority of the HGVs using the A1123 had a legitimate reason to be in the area.

A new HGV policy[16] was adopted by Cambridgeshire County Council in October 2022. The approach to HGV management is to enable communities to broker their own solutions where possible. County Councillors are also important points of contact for their local communities and are available to advise and support. Local Parish and Town Councils can ask local hauliers to sign a voluntary covenant, local volunteers can establish 'lorry watch' groups in liaison with Cambridgeshire Police, and local communities can apply for funding for advisory signage where appropriate.

Traffic calming measures and speed reduction schemes which can be part funded through the Local Highways Improvements initiatives may also play a role in reducing the impact of HGVs in a community.

Formal routing agreements in connection with planning applications can be considered at the time of planning approval. When determining planning applications for developments, the impacts of associated traffic are material planning considerations. These impacts can be both technical, in terms of highway safety and capacity, but also in terms of the impact on the amenity of other road users, residents and the environment.

Civil Parking Enforcement

On-street parking offences within Huntingdonshire are currently a criminal offence which means that enforcement is the responsibility of the police. Under Civil Parking Enforcement (CPE), enforcement powers are delegated to a district or borough council under an Agency Agreement, with the overall responsibility for signs and lines, on-street parking and related permits falling to the Local Highway Authority. CPE is the outcome of a decriminalisation process which sees a new civil enforcement area (CEA) created under the Traffic Management Act 2004.

In March 2021, Huntingdonshire District Council's Overview and Scrutiny Panel (Partnerships and Growth) and Cabinet endorsed the pursuance of Civil Parking Enforcement (CPE)[17] in Huntingdonshire, with the formal support of Cambridgeshire County Council. This work is part of ongoing dialogue with HDC. The aim is to have CPE in place by summer 2023.

St Neots Masterplan

The CPCA's St Neots Masterplan (2017)[18] will enable the Combined Authority to target investment and co-ordinate public and private sector activities in the town to deliver more local jobs, enterprise growth, accelerate enhancements to GVA (gross value added) homes and better outcomes for the community.

Future High Street Fund (St Neots)[19]

This is a public realm improvement scheme to support the high street and help tackle the challenges from online and out-of-town retail. The project is ongoing and will identify works to allow St Neots to meet its potential by enhancing some existing assets to create a new, inclusive space for local people, businesses and visitors.

A141 and St Ives Studies

As key market towns in Huntingdonshire, St Ives and Huntingdon will both continue to be a focus for housing and jobs growth during and potentially beyond the adopted Local Plan period. The A141 and St Ives studies examined strategic transport options to address existing congestion issues and enable future growth beyond that set out in the adopted Local Plan.

A Strategic Outline Business Case for the A141 and St Ives[20] scheme has been produced by the CPCA which identifies potential scheme packages that aim to mitigate existing and future problems identified within the study area, namely highway network delays/congestion, rat running, lack of sustainable travel alternatives and the growth/development aspirations within the study area beyond those set out in the adopted Local Plan.

A series of local improvements for St Ives have also been identified, comprising changing junction priorities through the town centre to give greater priority to buses, the introduction of a 20 mph limit in the town centre, parking restrictions, bus stop improvements, and improvements to walking and cycling and wayfinding signage to facilitate increased use of active modes for local journeys. This work will run concurrently with the A141 and St Ives schemes.

Ramsey: A Prospectus for Growth[21]

This document identifies Ramsey's strengths and opportunities through highlighting interventions, and exploring these through deliverable interventions which have been categorised by their short-, medium- and long-term timescale. Its vision is: 'Ramsey will be a growing town, making the most of its heritage and natural assets, one with increased local job opportunities and which is connected into the rest of Cambridgeshire ...'

Neighbourhood Plans

There are currently seven adopted Neighbourhood Plans in Huntingdonshire:

- Buckden
- Bury
- Godmanchester
- Grafham and Ellington
- Houghton and Wyton
- Huntingdon
- St Neots

Transport-related polices from the adopted Neighbourhood Plans have been reviewed and included in the emerging Action Plan.

Strategic schemes

In addition to the policy documents set out above, there are several nationally significant transport projects that have an impact on the transport networks within Huntingdonshire. Details of these schemes are set out below.

National Highways A14 improvement scheme

The £1.5bn A14 Cambridge to Huntingdon improvement scheme includes a major new bypass to the south of Huntingdon and upgrades 21 miles of the A14. Work officially started in November 2016 and the Huntingdon Southern Bypass opened to traffic on 5 May 2020.

The scheme includes:

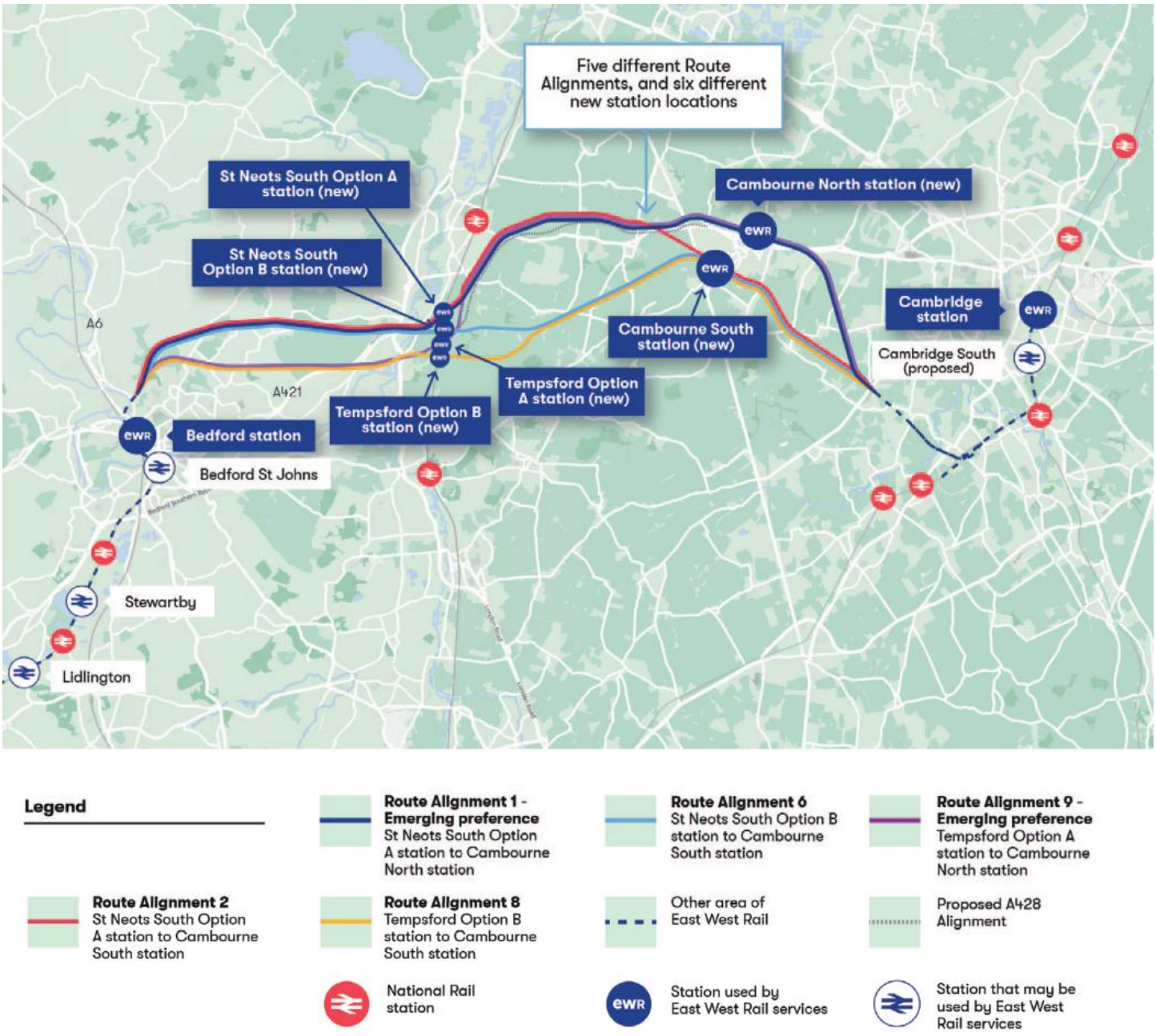
- a major new 12-mile bypass to the south of Huntingdon between Swavesey and Brampton
- a wider A1 between Brampton and Alconbury
- wider sections of the existing A14
- improved junctions on the A14
- new local access roads around Huntingdon Rail station.

National Highways A428 Black Cat to Caxton Gibbet scheme

The A428 is part of the route from the M1 to the eastern seaports and the stretch from the Black Cat roundabout to Caxton Gibbet roundabout is the only single carriageway section along the whole route. National Highways is proposing to upgrade the route with a new 10-mile section of dual carriageway between Black Cat and Cambridge Road[22], St Neots and additional new offline links between Cambridge Road and Caxton Gibbet. In addition, there are several junction improvements planned along the route.

The Examination in Public[23] started in late 2021 and closed on 18 February 2022. Throughout the examination, CCC and its partners (including HDC) worked closely with National Highways to ensure the proposed scheme meets the needs of local communities and provides local linkages to the wider transport network.

Figure 5: Route options for EWR rail section between Bedford and Cambridge



East–West Rail (EWR)[24]

EWR is a potential major railway infrastructure project linking Oxford with Cambridge. The eastern section will link Bedford and Cambridge, and there are currently five route options being considered as shown in Figure 5.

Figure 5 shows the five different route alignments and six different new station locations being considered on the route between Bedford and Cambridge.

The County Council and its partners are working closely with the EWR Company to ensure the views of local communities are represented and that high-quality linkages to the local transport networks are provided as part of the scheme.

The County Council supports the scheme in principle and acknowledges potential station locations south of St Neots and at Cambourne. The Council will seek to secure a parallel non-motorised user route alongside the new railway line.

As part of the scheme, the Council expects EWR to provide:

- railway stations which are carbon positive
- priority for access by sustainable modes
- exemplar cycle parking provision (and room for future expansion)
- provision of stairs and lifts
- non-motorised user connections into the local communities and key destinations
- car parking provided at an appropriate level
- improvements identified in the ROWIP coming forward through the scheme as part of diversions, if required.

Policies

The policies in this section provide the framework to underpin all transport improvements in Huntingdonshire.

Policies

This section sets out the policy position that will enable the aspirations of the Huntingdonshire Transport Strategy to be implemented. The policy context is designed to complement, reflect and align with the range of plans and strategies set out in the wider transport and other policy context section of this strategy. It will contribute to a whole range of policy outcomes outside of the remit of this strategy, including safety, health and wellbeing, equality and inclusion, climate, environment and sustainable growth.

This policy section is designed to directly support the statutory policies contained within Huntingdonshire District Council's adopted Local Plan to 2036 and those of the Combined Authority's draft Local Transport and Connectivity Plan (LTCP)[25].

Huntingdonshire Local Plan policies

The key Local Plan[27] policies (and objectives) impacted by transport include the following:

LP1: Amount of Development

LP2: Strategy for Development; Distribution of Growth (Objectives 1, 9, 11, 15, 17, 20, 23, 25)

LP4: Contributing to Infrastructure Delivery; Community Infrastructure Levy; Planning Obligations (Objectives 12, 15, 16, 20)

LP7: Spatial Planning Areas; Development Proposals on Unallocated Sites; Relationship of settlements within a Spatial Planning Area (Objective 9)

LP8: Key Service Centres; Development Proposals within the Built-up Area; Development Proposals on Land well-related to the Built-up Area (Objective 20)

LP9: Small Settlements; Development Proposals within the Built-up Area; Development Proposals on Land well-related to the Built-up Area (Objective 21)

LP11: Design Context (Objectives 2, 4, 14, 20, 21, 22)

LP12: Design Implementation; Response to context; Streets and spaces shaped by buildings; Ease of getting around; Well-designed public spaces; Sustainable design and construction methods (Objectives 2, 4, 14, 20, 21, 22, 23)

LP16: Sustainable Travel (Objectives 14, 20, 23)

LP17: Parking Provision and Vehicle Movement (Objective 2)

LP36: Air Quality (Objective 24)

Huntingdonshire Transport Strategy policies

The implementation of the policies in this section will be via the County Council's Transport Assessment Team and the Guidance on Transport Assessments[26].

The following sub-sections set out the policy statements, and are grouped into the following categories:

- Support sustainable growth
- Technological solutions
- Improved integration of modes
- Management of environmental impacts
- Road safety and traffic management.

Within each of the categories set out above there are several individual policies. The explanation of each policy shows which of the Local Plan policies it will help to deliver.

Overarching policy approach

Policy TSH1: Overarching policy approach: Improving transport accessibility

The transport network in Huntingdonshire 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. In the shorter term the private car will continue to play a role in some people's access to key services. However, improvements will be prioritised to people's access to retail, education, employment and healthcare through well connected and integrated active travel and public transport provision, providing a vital and viable transport option other than the private car. Attractive, uninterrupted, continuous routes between desired locations will be provided for active travel.

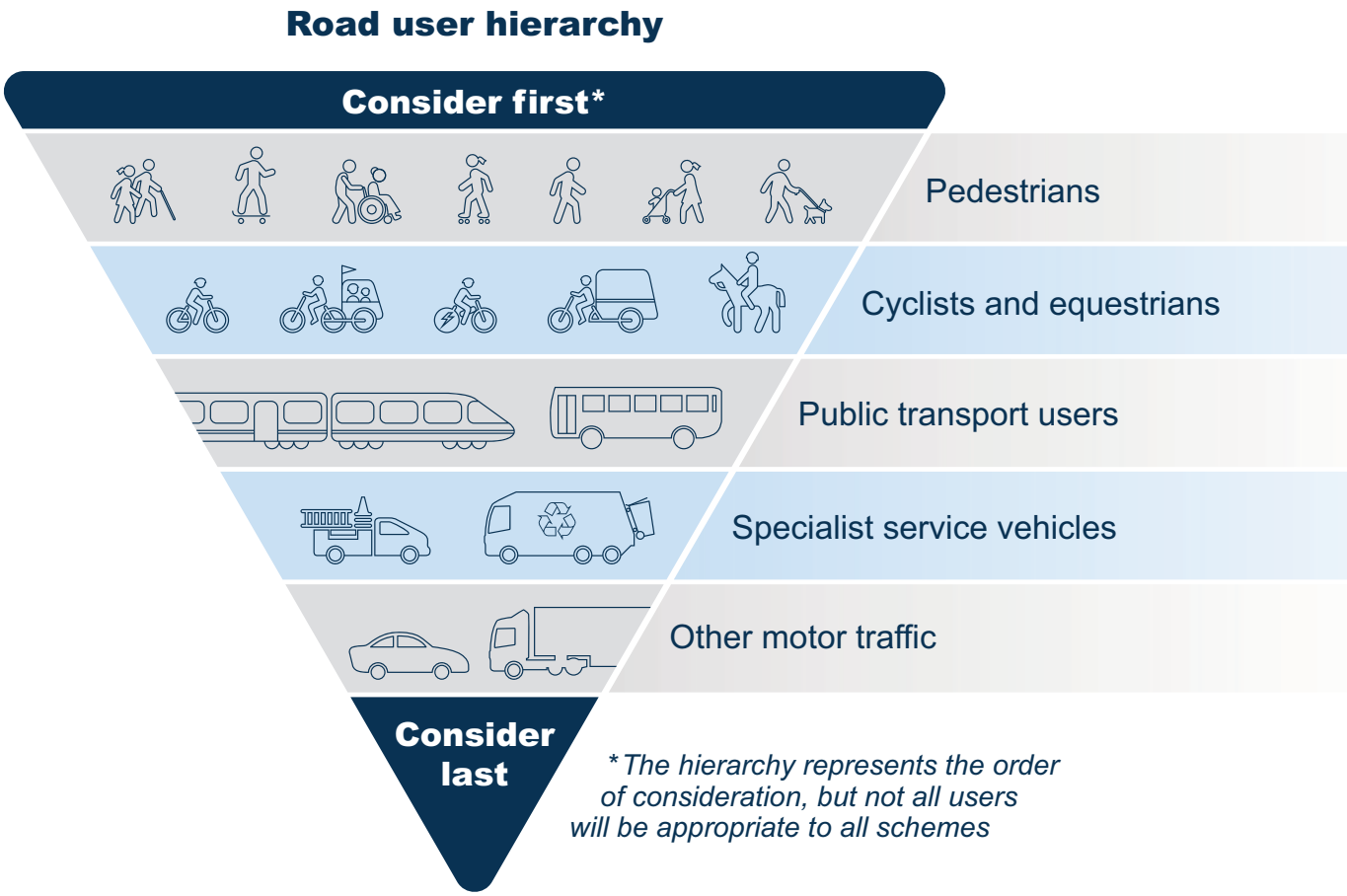


Figure 6: Road user hierarchy

Applying the road user hierarchy

Policy TSH2: Applying the road user hierarchy

An important part of embracing active travel is putting pedestrians and cyclists at the top of our transport user hierarchy. The 2022 updates to the Highway Code put more emphasis on protecting the most vulnerable users of the road network, including horse riders. The road user hierarchy (Figure 6) based on Manual for Streets (DfT 2007)[28], puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians reflects the need to consider all vulnerable non-motorised users such as horse riders in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted. The road user hierarchy should be considered alongside the 'Place' and 'Movement' concept set out in the draft LTCP that will identify the suitability of any new or improved transport scheme within a specific location and should be referred to alongside this policy.

Linked to objectives

Support sustainable growth

Policy TSH3: Support sustainable growth which co-locates housing and services/facilities/jobs, reducing the need to travel and increasing active travel and public transport capacity

The transport network needs to be developed to provide the travel capacity necessary to accommodate levels of planned and aspirational growth in Huntingdonshire, whilst reducing reliance on the private car. Growth can

bring better job opportunities, more affordable housing, and a greater range of facilities and leisure opportunities. However, it is important to reduce car trips, by improving connectivity for existing and new communities to active travel and public transport infrastructure, while also protecting the area's distinctive character and environment.

New development will be required to ensure that the need to travel is minimised through the provision of mixed development that provides easy access to the key facilities required daily by the users of the proposed development. For those journeys that do still need to be made, the development should ensure that there is provision for integrated and improved transport infrastructure so that most can travel by foot, bicycle or by public transport to key services and facilities, thus reducing the reliance on the private car.

This will require access by walking, cycling and public transport to be maximised within both new developments and existing communities, ensuring that planning contributions are sought for transport improvements in line with Local Plan policy and Developer Contributions SPD.

At both a strategic and a local level, it is critical that transport and spatial planning continue to be closely integrated across Huntingdonshire. We will continue to work closely with Huntingdonshire District Council (HDC) to approve new developments which co-locate housing with amenities – shops, employment, leisure and education facilities, to reduce the need to travel by car.

Policy TSH4: Working collaboratively with developers to secure the delivery of high-quality transport infrastructure in and around 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 development are addressed, in line with this strategy approach.

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. This must also be the case for bus and rail links. The County Council encourages developers to work with transport officers at the outset of their projects to ensure all opportunities are considered.

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

Policy TSH5: Support and expand travel planning advice services to secure the preparation, delivery and monitoring of high-quality travel plans

Travel plans, which are a requirement for many larger new development sites, are a valuable tool which facilitate and encourage options for people to change their travel behaviour away from 'drive alone' journeys. The implementation of travel plans is a key mechanism to promote sustainable travel modes as viable and attractive alternatives to the private car.

The County Council will continue to support and work in partnership with Smart Journeys[29], a not-for-profit commercial enterprise, formally Travel for Cambridgeshire. It advises and supports employers, residential developers and schools on implementing and promoting sustainable and active travel. This includes, for example, encouraging places of work to provide shower and changing facilities and bike storage/accessible bike racks.

We will work with schools and other organisations to provide advice on sustainable travel choices. Cambridgeshire's Road Safety Education 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 active and sustainable travel, to improve the health and wellbeing of children and young people and reduce vehicular congestion around school gates.

The policies in this category support all the objectives of this strategy and help to implement the following Local Plan policies:

- **LP1:** Amount of development
- **LP2:** Strategy for development
- **LP4:** Contributing to Infrastructure delivery
- **LP7:** Spatial planning areas
- **LP8:** Key service centres
- **LP9:** Small settlements
- **LP12:** Design implementation

Technological solutions

Policy TSH6: Embrace new transport technologies, particularly where they offer social, environmental and health benefits

The County Council will embrace new sustainable transport technologies that support 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.

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

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.

The County Council will support trials of new technology such as e-scooters and e-bikes in line with Department for Transport guidance, working with the CPCA to assess the best ways to manage such technologies on the transport network.

Policy TSH7: Encourage and promote the use of electric vehicles, alternative fuels and other low carbon transport technologies to help meet our climate change targets

For journeys where the private car is still necessary, the increased use of electric vehicles and alternative fuels will help reduce emissions.

A joint Public Electric Vehicle Charging Infrastructure Plan is being developed to enable residents without access to off-street parking, to switch to electric vehicles. The County Council also has plans to include electric vehicle (EV) charging at Council offices for staff and visitors and use of its assets to contribute to a credible EV charging infrastructure for all.

The CPCA and the New Anglia Local Enterprise Partnership are developing the East Anglia Alternative Fuels Strategy to support the decarbonisation of transport. The emerging strategy focuses on three main areas:

1. Actions to expand electric vehicle charging infrastructure.
2. Actions to encourage AFV (alternative fuel vehicle) uptake.
3. Actions to deliver a modal shift and encourage behavioural change.

Active network management systems must allow all communities, both urban and rural, to access alternatives such as autonomous vehicles and charging infrastructure for a range of transport options including electric vehicles and electric bikes, to reduce carbon emissions.

The Council will also use its highways network, transport and building assets to facilitate, with other local partners and

businesses, the implementation of EV charging infrastructure by planning and installing these assets along with other low carbon transport technologies as they come forward.

We will support trials and promotion of e-cargo bikes and other emerging technologies 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 positive impact on the environmental.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policies:

- **LP4:** Contributing to Infrastructure Delivery; Community Infrastructure Levy; Planning Obligations
- **LP16:** Sustainable Travel

Improved integration of modes

Policy TSH8: Improve the integration of all modes of transport by working with bus, rail and community transport providers, to deliver good connectivity between walking, cycling, Park & Ride, bus and rail services

It is important to consider not just the ease of interchange between services and modes for longer journeys but also ensuring that there are effective routes in place to cater for longer active travel journeys to interchanges, and first and last mile journeys, meaning that even for journeys that do not require more than one mode or service, good access is still provided at the point of origin and destination.

Integration of transport modes is essential to provide connectivity to a wide range of destinations and services. Many journeys require more than one

mode of travel, in particular, longer journeys may involve interchanges between services or modes.

Measures to facilitate interchange to minimise the interchange penalty and provide for a seamless journey will be required, along with working with a range of partners for rail, Park & Ride, bus and community transport providers (to include micro-mobility and shared mobility options) and the CPCA and HDC. For example, investigate options for transporting bikes on rail and bus services.

The County Council advocates the need to enable whole journeys to be made with ease, by sustainable modes of transport and supported by easy-to-understand information and fares, and high-quality infrastructure.

Policy TSH9: Support the CPCA in the delivery of improved public transport access and provision to reduce reliance on the private car, reduce social isolation and improve access to facilities and services

Working with the CPCA as Transport Authority, the County Council will support the delivery of conventional and 'on-demand' bus, micro-mobility and shared mobility services operating across the district, by helping to identify the need for new routes and services. This will encourage whole journeys without the car. This policy supports policy TSH10.

Policy TSH10: Continue to work collaboratively with the CPCA to support and promote community transport schemes

The County Council will continue to work closely with the CPCA and community transport operators to influence, encourage and help community transport operators to improve transport provision, and support the CPCA who provides financial support to operators. This includes local community car schemes (Huntingdonshire[30] and Combined Authority[31]) that provide vital journeys for local people and makes a commitment to micro-mobility and shared mobility alternatives.

Policy TSH11: Improve information and promotion of sustainable travel options, so that people can understand and plan their active travel journeys

This strategy will continue to support new and innovative ways of promoting and providing information to influence travel behaviour. It will continue to support national events and campaigns and promote them locally. Working with local health services, it will aim to encourage sustainable travel by residents and businesses of Huntingdonshire through all available means, including journey planning tools, maps, cycle training for adults and children, supporting car clubs and car sharing schemes and other tools as set out in the CPCA's draft LTCP.

Policy TSH12: Improve supporting infrastructure for cycling and walking so that active journeys are simple, attractive and safe

To fully support the increase in more active travel journeys, accompanying infrastructure must also be delivered. Supporting infrastructure includes quality cycle parking in the right locations, using the latest design standards, lighting where possible and appropriate, and

signage and wayfinding to make routes as safe, user friendly and attractive as possible, in accordance with policies within Cambridgeshire's Active Travel Strategy.

The County Council will support the provision of secure cycle parking at key destinations such as 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 employment sites, schools and key public destinations.

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.

Policy TSH13: Reduce the need to travel, particularly by car, so that the number and/or length of journeys may be reduced, positively impacting on health, wellbeing and the environment

The draft LTCP contains a target to reduce the number of vehicle miles driven by 15 per cent by 2030.

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 need to travel to work for many office-based workers has dramatically reduced during the COVID-19 pandemic, and hybrid working arrangements including some days working from home, are likely to become a new commuter pattern. 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. It recognises the positive impact this can have on the number of journeys that need to be made, particularly short, local journeys and commuter journeys at peak times of the day when levels of highway congestion are 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. In many instances, travel is also important for social inclusion and to reduce loneliness and isolation.

The COVID-19 pandemic has highlighted that many people are able to effectively work from home for longer periods of time. Future trends in home working and the impact on commuting patterns are unknown but will be monitored and reflected in our strategy approach.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policies:

- **LP2:** Strategy for Development; Distribution of Growth
- **LP4:** Contributing to Infrastructure Delivery; Community Infrastructure Levy; Planning Obligations
- **LP12:** Design implementation; Response to context; Streets and spaces shaped by buildings; Ease of getting around; Well-designed public spaces; Sustainable design and construction methods
- **LP16:** Sustainable Travel

Policy TSH14: Support and introduce bus priority measures to facilitate more reliable bus services and faster journey times

The County Council will work with key partners including transport operators to bring forward bus priority measures along key routes where highway congestion impacts on the timeliness and reliability of services.

Management of health and environmental impacts

Policy TSH15: Positively contribute to improving air quality and reducing carbon emissions from transport, improving health and conserving and protecting the historic environment, landscape and biodiversity of Huntingdonshire.

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[32]

Poor air quality can have a negative impact on peoples' health and wellbeing, particularly those in vulnerable groups. There is a higher prevalence of asthma in Huntingdonshire than the national average for England, which can be exacerbated by poor air quality.

Cambridgeshire Joint Strategic Needs Assessment

The percentage of adults (18+) with excess weight is statistically similar to the England average for Cambridgeshire. At the district level, the percentages are statistically significantly worse than the national average in Fenland and Huntingdonshire.

The percentage of physically active adults (19+) is statistically significantly better than the England average for Cambridgeshire; for Cambridgeshire and Peterborough combined it is statistically similar to the national average.

The recorded prevalence of asthma is statistically significantly higher than the national average across Cambridgeshire and in each district except for Cambridge, where it is statistically significantly lower.

Huntingdonshire currently has four Air Quality Management Areas (AQMAs):

- Huntingdon
- St Neots
- Brampton
- A14 Hemingford to Fenstanton.

The district council is responsible for air quality monitoring and the development of Air Quality Action Plans to tackle air quality issues in the district.[33]

The County Council will work with key partners including transport operators and businesses to reduce transport-related emissions, to help improve health and 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 the County Council's Climate Change and Environment Strategy. This will help achieve net zero carbon.

Working in partnership with Huntingdonshire District Council, we will monitor air quality at key locations across the district and develop and implement effective Air Quality Action Plans in conjunction with the LTCP. The impacts of the relocation of the A14 will be assessed to determine whether changes to the Huntingdon AQMA are required.

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

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policies:

- **LP11:** Design Context
- **LP12:** Design Implementation
- **LP16:** Sustainable Travel
- **LP17:** Parking Provision and Vehicle Movement (Objective 2)
- **LP36:** Air Quality (Objective 24)

Road safety and traffic management

Policy TSH16: Full commitment to the Vision Zero Partnership and the Safe System approach to achieve zero deaths and injuries from road collisions

The County Council is a member of the Vision Zero Partnership, which is committed to a Safe System approach.

As Highway Authority, the County Council will implement this vision and will ensure that safety is a priority in all scheme development. The safety of vulnerable road users (such as pedestrians, cyclists and horse riders) will be considered through appropriate design and implementation of transport infrastructure at all scales and stages of development.

It will be important that all users of the road network are considered through the

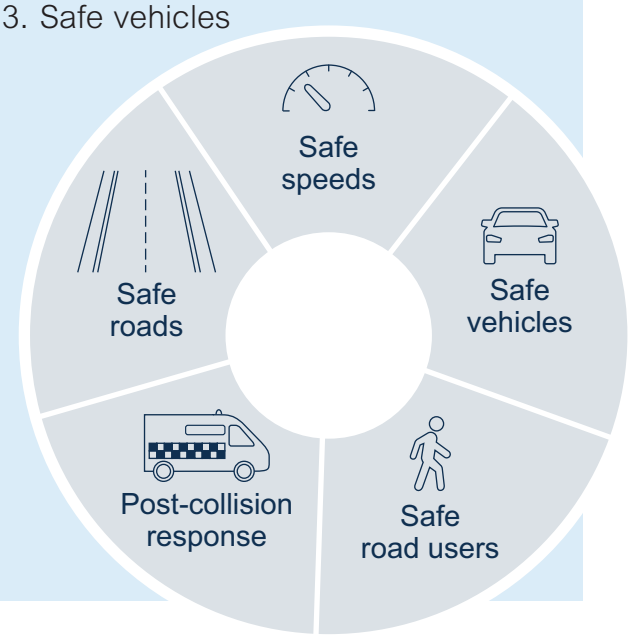
Brake – National Road Safety Charity

Brake calls on the Government to adopt a Vision Zero[34] (Safe System) approach to road safety management, in order to achieve safe and healthy mobility, for all, by 2040.

> *We believe that safe and healthy mobility is everyone's human right wherever we are. No one should be killed or seriously injured on roads.*

A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads and follows the principles of the Safe System, where the five pillars of the road environment work together to minimise risk.

1. Safe roads
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash care



design and development process, and the County Council requires an Equality Impact Assessment to be produced for all schemes.

The County Council will:

- prioritise pedestrian and cycle safety
- implement road safety initiatives to reduce road traffic accidents
- work towards road safety targets held locally and nationally.

New prioritisation criteria for new 20mph schemes has been approved, which will encourage area-wide schemes with an emphasis on protecting vulnerable road users, making 20mph zones more commonplace to improve road safety, encourage more active travel and to reduce noise and pollution.

Policy TSH17: Focusing resources on improvements to local roads, where accident clusters or highway congestion is present, and always considering provision for active modes

Improvements to the local road network will be focused on safety improvements or significantly congested hotspots, linking with sustainable employment and housing growth. All road improvements will be required to consider safety and cycling and walking provision within the design at the earliest stage to consider the Vision Zero and Healthy Streets[35] approaches (Figure 7).

As set out in Cambridgeshire County Council's Active Travel Strategy, 'in the provision of new cycle infrastructure, 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 1/20 and future updated guidance[36]. It is recognised, however, that where highway space is limited and private land acquisition is not possible, compromises may need to be made. Where full compliance with 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 land and budget will be sought in collaboration with partners and local communities. Schemes should also seek to maximise improvements to public transport provision where appropriate within design, for example, by inclusion of bus priority measures and bus stop provision.

Figure 7: Healthy Streets indicators

Policy TSH18: 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 as an essential measure used to achieve its transport objectives, although new schemes must be considered on a case-by-case basis.

Policy TSH19: Investigate measures to manage demand for cars where highway congestion is a particular problem

Appropriate measures and interventions will be introduced to manage the demand for general vehicular travel and reduce through traffic in market towns in line with the strategy approach, prioritising sustainable transport routes where feasible. Future schemes will consider 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.

Policy TSH20: Effective traffic management for HGVs and farm traffic to ensure HGVs use the most appropriate routes

The district is home to the main east–west strategic freight route between the Midlands and the southeast coast (via the A14), as well as several local mineral and waste sites. Cambridgeshire County Council has adopted a new HGV policy[16] which focuses on community developed solutions to managing concerns about HGV movements.

The Cambridgeshire Advisory Freight map[37] provides guidance to freight traffic about existing weight limits and restrictions.

Policy TSH21: Ensuring opportunities for local improvements, which benefit local trips, are considered at the outset of projects to upgrade or change 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 their design at the earliest stage to ensure compliance 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 the design stage, for example, bus priority measures and bus stop provision.

The primary road network in Huntingdonshire includes: A14, A1, A1(M), A428.

Policy TSH22: Reduce transport-related noise pollution to improve quality of life, health and wellbeing and the natural environment by implementing noise-reducing measures in transport schemes

Noise is a common problem arising from transport, and studies have shown it can have major negative direct and indirect effects on health and wellbeing, on quality of life and on wildlife. Exposure to noise can increase stress levels, disrupt communications and disturb sleep. There is scope for noise emissions from transport to be reduced, for example, low-noise road surfacing and noise barriers.

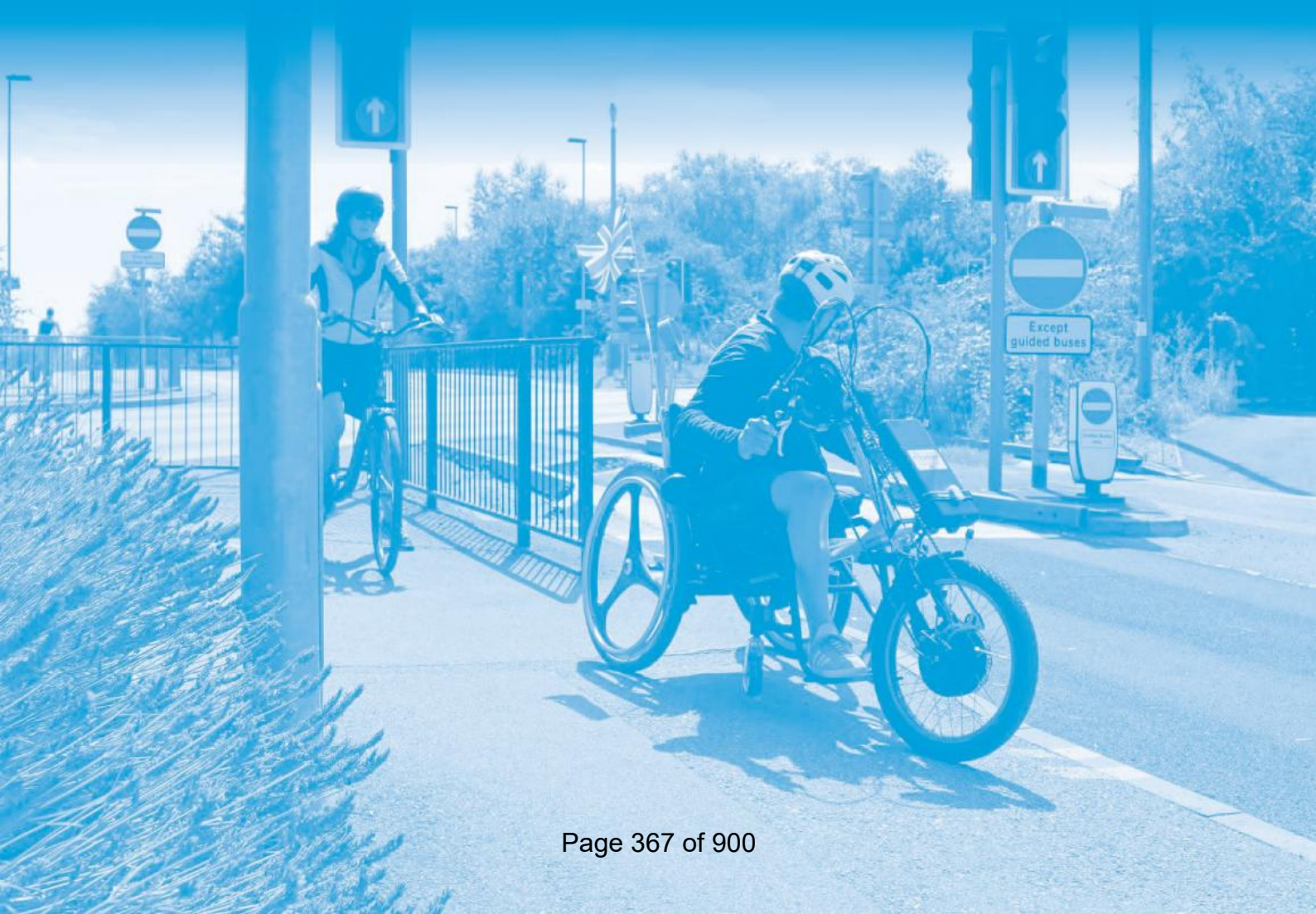
The County Council also has a duty to mitigate adverse noise impacts that may be due to its actions in modifying infrastructure or building new infrastructure.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policy:

> **LP17:** Parking Provision and Vehicle Movement (Objective 2)

Delivery

The current funding environment is challenging but having this strong strategy and action plan in place, will help secure funding from all available sources



Funding

A key challenge for the 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. There is recognition of the need to be clear on aspirations for this area which is one of the highest performing in the country, to help secure investment towards transport infrastructure as a key enabler of growth.

Although it is important to maintain a level of realism over what might be delivered in the current funding environment, it is important to have a strategy which outlines a realistic assessment of the needs of the area. 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 emerging action plan, investment plans will take longer to deliver.

Central government funding

The Single Local Growth Fund is allocated to the CPCA as the organisation that produces the Local Transport Plan. As CCC remains the highway authority, the maintenance block and integrated transport grants are provided to CCC from the CPCA.

Other central government funds can be accessed to bring forward schemes and it is important to have robust transport policies and strategies in place, in addition to a Local Investment Plan, to support applications and bids for funding.

Cambridgeshire and Peterborough Combined Authority (CPCA) funding

The CPCA is the Local Transport Authority in Cambridgeshire, and as such, it receives central funding for capital projects. The County Council works closely and in partnership with the CPCA to deliver transport projects across Huntingdonshire. There are a range of funding streams managed by the CPCA that could help to fund schemes contained in this strategy, including (but not limited to):

- Local Transport Plan Integrated Transport Block
- Transforming Cities Fund
- Active Travel Fund.

Funding from developments

It is vital that new developments provide safe and sustainable travel. Developers are expected to mitigate the impacts of their developments. This can be through the direct delivery of schemes or contributions towards larger schemes through Section 106 Agreements. This strategy supports gaining funding by identifying potential schemes that developers could be asked to fund and sets the principles for transport interventions required in the district.

Community Infrastructure Levy (CIL) funding

CIL is a levy that local authorities can choose to charge on new developments in their area. It was introduced through the Planning Act 2008. The money raised from CIL is used to contribute towards the cost of infrastructure that it will rely upon, such as schools and roads.

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 highway 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 the area between A14, A141 and A142)

The remaining budget is available for further scheme and pipeline development work.

Delivery

The keys stages of delivering the Strategy and its schemes are shown below:

Stage 1: Adoption of Strategy.

Stage 2: Prioritisation of schemes identified in the emerging Action Plan.

Stage 3: Embed the principles of the Strategy into everyday processes, progressing actions and working with officers, members, partners, stakeholders and communities as required to ensure the Strategy is adhered to and implemented.

Stage 4: Pipeline development:

a. Studies to be undertaken as funding opportunities are secured.

b. Feasibility work on identified/prioritised schemes as funding opportunities are secured.

c. Construction of schemes to be delivered as funding opportunities are secured – to come forward according to prioritisation, specific funding criteria or through new developments.

Stage 5: Monitoring and review of the Strategy on an annual basis.

Monitoring and evaluation

The County Council collects a range of data related to transport and traffic. The Cambridgeshire Traffic Monitoring Report[38] is published annually. The report is informed by data collected in the spring and autumn each year. The report covers Huntingdonshire's market towns. Data is collected on the number of motorcycles, cars/taxis, light goods, heavy goods, bus/coach, pedal cycles, pedestrians and e-scooters entering and leaving the towns. As the monitoring happens annually, trends over time can be seen.

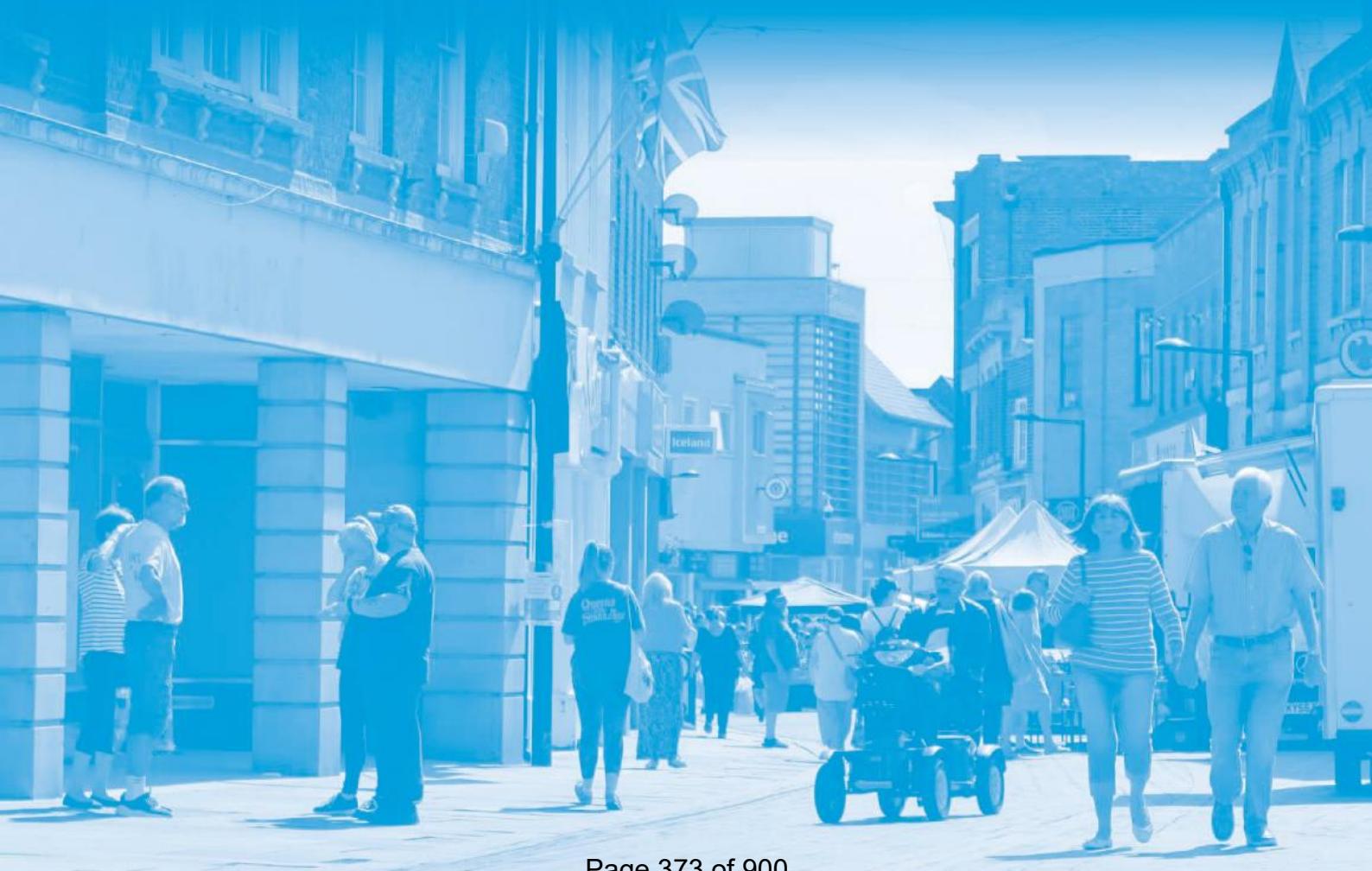
Road traffic collision data[39] is also available from the County Council. This is sourced from the police so only includes accidents and collisions reported to them and those involving an injury. This data is used to fulfil our statutory obligations to the Department for Transport, to monitor trends and to carry out cluster site analysis. This is done annually to identify locations on the road network where a higher number of injury collisions have occurred. They are defined as a site that has:

- six or more injury collisions (any severity) within 100m or at a junction in the most recent three-calendar-year period, or
- three or more higher severity injury collision (fatal or serious injuries) within 100m or at a junction, in the most recent three-calendar-year period

GPS speed data based on GPS travel time data is provided to Local Authorities annually by the Department for Transport. The data is sourced from a pool of 110,000 GPS tracked vehicles in the UK. The GPS data is used to calculate average journey times between fixed points on the road network which is converted into an average speed for each section or road. Generally the bigger the road, the greater number of observations and therefore generally the travel time data are more accurate. Currently there is no regular programme that the County Council carries out for reviewing the GPS travel time data, but it is used on a case-by-case basis to inform project development and monitor the performance of mitigation measures.

Emerging Action Plan

Delivery of the schemes and measures contained in this emerging Action Plan will be monitored and the emerging Action Plan reviewed annually.



Emerging Action Plan

This section contains the emerging Action Plan for the Huntingdonshire Transport Strategy. The schemes listed and shown on the maps, meet the vision and objectives and have been informed by stakeholder engagement and public consultation. Schemes are listed by location but are not in any priority order.

The vision for a connected active travel network for Huntingdonshire is illustrated in the Cambridgeshire Active Travel Strategy. The Active Travel Strategy map covering Huntingdonshire is provided in this document. Active travel schemes will be included in an expanded Cambridgeshire Local Cycling and Walking Infrastructure Plan. Both Action Plans should be read together for a full picture of all transport schemes for Huntingdonshire.

All new schemes will need to align with the CCC Climate Change and Environment Strategy[13], including its commitment to 'doubling nature'. A carbon assessment of all schemes will also need to be undertaken.

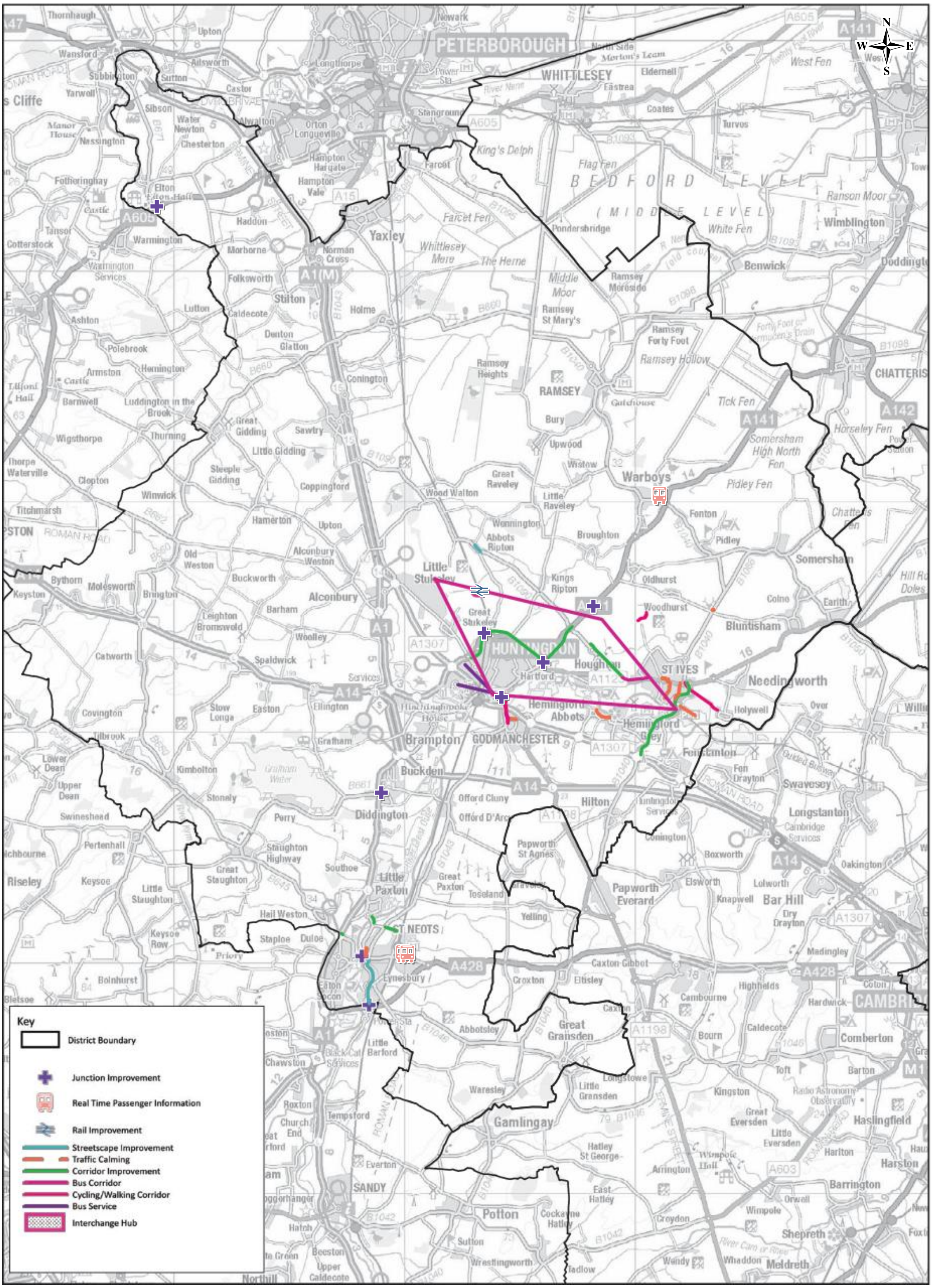
All schemes must embrace the Vision Zero and Safe Systems approach through design to delivery.

The Emerging Action Plan includes links to the adopted Neighbourhood Plans in Huntingdonshire to provide a complete picture of transport proposals in the district.

Glossary

LTP	Local Transport Plan
LTTS	Long Term Transport Strategy
MTTS	Market Town Transport Strategy
LCWIP	Local Cycling and Walking Infrastructure Plan

Huntingdonshire



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Buckden

ID	Location	Description	Scheme type	Strategy basis
TSH001	A1 Buckden roundabout	A1 capacity improvements (National Highways study)	Road scheme	LTTS

Bury

Bury Neighbourhood Plan

Godmanchester

Godmanchester Neighbourhood Plan

ID	Location	Description	Scheme type	Strategy basis
TSH002	Godmanchester to Town Centre: Post Street, The Causeway, NCN51, Cambridge Road	Traffic calming	Active travel and Traffic management	Huntingdon and Godmanchester MTTS + LCWIP
TSH003	Godmanchester – Huntingdon and Godmanchester – Cambridge	Bus service revenue support	Public transport	Huntingdon and Godmanchester MTTS
TSH004	Post Street, The Causeway and Cambridge Street, Godmanchester	Local transport management measures	Traffic management	Huntingdon and Godmanchester MTTS
TSH005	Riverside Road/Avenue Junction in Godmanchester	Junction improvement	Road	Huntingdon and Godmanchester MTTS
TSH060	Godmanchester to Huntingdon town centre and rail station	Study to investigate modal filter on town bridge to significantly reduce traffic within Godmanchester. Implement further traffic calming measures through Godmanchester. Consideration of allowing cyclists to use Huntingdon High Street to provide link through to George Street	Active travel and safety study	LCWIP + Identified through stakeholder/ public consultation

Grafham and Ellington

Grafham and Ellington Neighbourhood Plan 2020-2036

Great Gransden

A referendum is scheduled to take place on 9 March 2023.

Houghton and Wyton

Houghton and Wyton Neighbourhood Plan 2018-2036

Huntingdon

Huntingdon Neighbourhood Plan Huntingdon

ID	Location	Description	Scheme type	Strategy basis
TSH006	St Ives (Guided Busway) to Alconbury Weald	Public transport improvement: High-quality bus network infrastructure	Public transport	LTTS
TSH007	Alconbury Weald to Huntingdon	Public transport improvement: High-quality bus network infrastructure	Public transport	LTTS
TSH008	Alconbury Weald	Public transport improvement: Transport interchange	Public transport	LTTS
TSH009	Hartford	Public transport improvement: Transport interchange	Public transport	LTTS
TSH010	A141	Highway improvements: Northern bypass capacity enhancements around Huntingdon	Road	LTTS
TSH011	A141	Highway improvements: Alconbury Weald/Enterprise Zone southern access	Road	LTTS
TSH012	Key locations within Stukeley Meadows	Public transport scheme: New regular bus service	Public transport	Huntingdon and Godmanchester MTTS
TSH013	Key routes and destinations in Huntingdon	Bus service revenue support	Public transport	Huntingdon and Godmanchester MTTS
TSH014	Main approaches to the ring road Huntingdon	Introduce a variable message signing system to distribute traffic to car parks in Huntingdon	Traffic management	Huntingdon and Godmanchester MTTS
TSH015	A14 Bypass	Air quality management		Huntingdon and Godmanchester MTTS
TSH016	A141/A1123/B1514 roundabout, Huntingdon	Minor junction improvement	Road	Huntingdon and Godmanchester MTTS

ID	Location	Description	Scheme type	Strategy basis
TSH017	Huntingdon Business Park – Sapley	Widen and improve lighting of existing off-road shared use path across the railway. Change geometry of Kings Ripton Road/ St Peter's Road roundabout to improve safety. Consider improvements to shared use path along Kings Ripton Road	Active travel safety	LCWIP
TSH018	Hartford – Sapley	Improve side road crossings on Sapley Road and crossing of Sapley Road to the existing A141 signalled crossing	Safety and active travel	LCWIP
TSH061	Huntingdon Ring Road	Study to review the operation of Huntingdon Ring Road and identify measures to reduce congestion, improve routes used by buses and improve infrastructure for NMUs	Traffic management and active travel study	Identified through stakeholder/public consultation
TSH062	Brampton to Huntingdon and Nuns Bridge	Investigate lower speed limit on approach to Huntingdon from Brampton to avoid cyclists having to use Nuns Bridge, encourage cycling and improve environment for those using the path	Safety and active travel	Identified through stakeholder/public consultation
TSH063	North Huntingdon	Investigate traffic calming along the existing A141 – west and north of the Hartford roundabout – to reduce traffic speeds, assist in re-routing traffic, reducing the severance effect of the existing A141 to create a better sense of 'place'	Safety	Identified through stakeholder/public consultation
TSH064	Huntingdon rail station	Investigate with Network Rail the need for platform and facility enhancements to accommodate potential increases in passenger demand	Public transport	Identified through stakeholder/public consultation

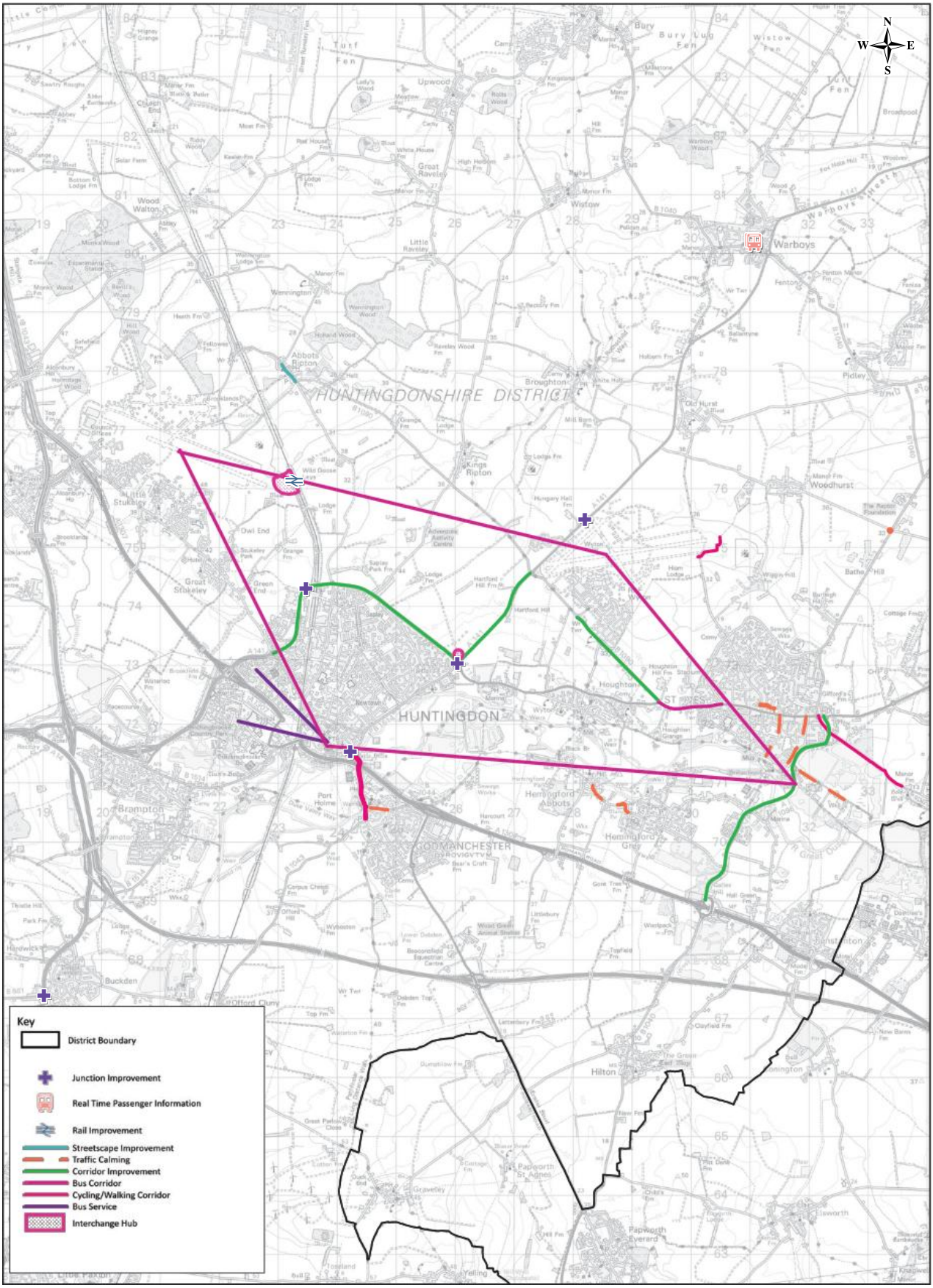
Ramsey

ID	Location	Description	Scheme type	Strategy basis
TSH065	Ramsey and surrounding area	Study to review accessibility needs to, from and within Ramsey and identify measures to improve access to key services. Study must include public transport and active travel modes and their infrastructure and connecting new developments	Accessibility study	Identified through stakeholder/public consultation

St Ives

ID	Location	Description	Scheme type	Strategy basis
TSH020	A1096 St Ives	Highway capacity improvements: Junction capacity enhancements	Road	LTTS
TSH021	B1090 Sawtry Way, between A141 and A1123	Highway capacity and safety improvements	Safety	LTTS
TSH022	Bus stops in St Ives	Bus stop improvements	Public transport	St Ives MTTS
TSH023	A1123 Houghton Road, from B1090 to Hill Rise	On-street bus priority measures	Public transport	St Ives MTTS
TSH024	Needingworth Road, Pig Lane, Meadow Lane	Traffic management scheme	Traffic management	St Ives MTTS
TSH025	St Ives; Burstellars and The Pound	Traffic management scheme	Traffic management	St Ives MTTS
TSH026	St Ives (Guided Busway) to Huntingdon	Public transport improvement	Public transport	LTTS
TSH027	Between development at Orchard House, Houghton Road and key locations in St Ives	Bus service revenue support	Public transport	St Ives MTTS
TSH028	Eastbound bus stop on Hill Rise, south of Old Ramsey Road	Bus shelter installation	Public transport	LTP
TSH030	Hill Rise between junctions of Ramsey Road and Old Ramsey Road	2m-wide island	Active travel	LTP
TSH031	St Ives north to town centre: Ramsey Road	Consider junction improvements with wider islands. Review traffic management to reduce traffic along The Waits and the Broadway, remove car parking and provide cycle parking	Safety and active travel	LCWIP
TSH032	St Ives west to town centre	Provide parallel crossing of Hill Rise at junction of off-road paths. Advisory cycle lanes or traffic calming measures to Houghton Road junction and improve safety of crossing to High Leys. Signage/lighting/resurfacing improvements. Remove parking and review traffic management on the Waits and the Broadway	Safety and active travel	LCWIP
TSH033	St Ives northeast to town centre	Widen crossing point on St Audrey Lane. Consider making Broad Leas a no-through route for motor vehicles. Improve signage.	Safety and active travel	LCWIP

Huntingdon and St Ives



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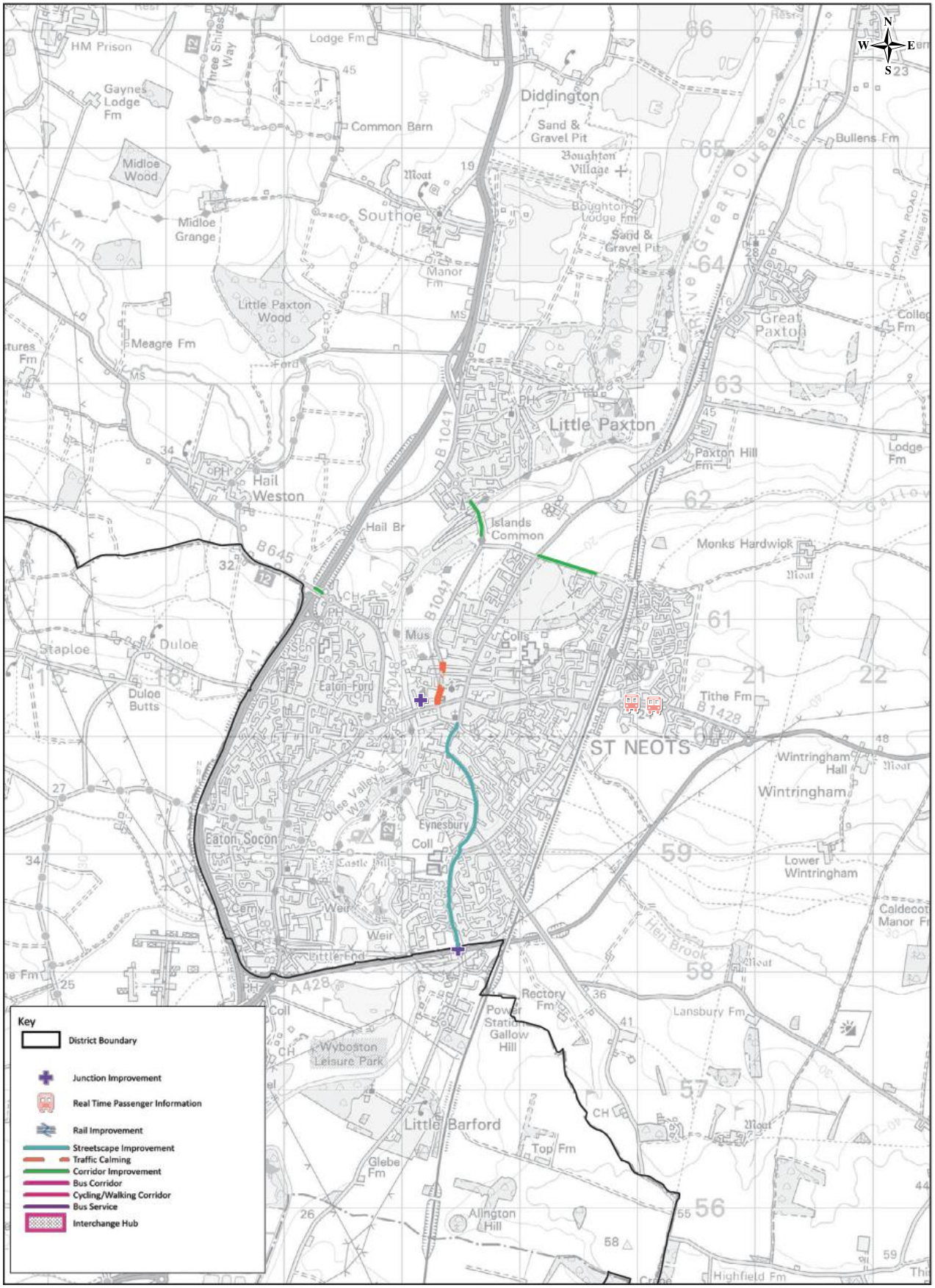
St Neots

St Neots Neighbourhood Plan

ID	Location	Description	Scheme type	Strategy basis
TSH035	Little Paxton – between proposed development on Mill Lane, Little Paxton, St Neots rail station and St Neots town centre/market square	Bus service revenue support	Public transport	St Neots MTTS
TSH036	Locations throughout St Neots	Improvements to bus stop infrastructure, including investigation of potential bus station	Public transport	St Neots MTTS Amended 2016
TSH037	Bridge on northern link to Little Paxton	Explore options for improvements to prevent flooding at St Neots bridge to Little Paxton		St Neots MTTS Amended 2016
TSH038	Priory Lane	Review of traffic management measures, including option of allowing left turn only to cars entering town centre at Priory Lane	Traffic management	St Neots MTTS Amended 2016
TSH039	Little Barford	Install traffic lights at roundabout	Safety traffic management	St Neots TC
TSH040	New Street	Speed reduction measures	Safety	St Neots MTTS Amended 2016
TSH041	Priory Hill Road	Slope stabilisation and edge protection, plus pedestrian improvements. Investigate options for improving safety for crossing movements at the bottom of the hill towards Little Paxton	Active travel	St Neots MTTS Amended 2016
TSH042	Kimbolton Road	Parapet upgrade	Maintenance	Identified through stakeholder/public consultation
TSH043	Central Eynesbury: St Mary's Street, Berkley Street and Barford Road	Improved tactile paving, guard railing, new signs and maintenance where appropriate	Active travel	St Neots MTTS Amended 2016
TSH044	Eaton Socon	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park	Active travel	St Neots MTTS Amended 2016
TSH045	Town centre	Upgrade existing SCOOT/UTC system	Traffic management	St Neots MTTS Amended 2016
TSH046	High Street, Market Square, South Street, Brook Street, Tebbutts Road and Church Street	Adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate	Active travel and public transport	St Neots MTTS Amended 2016

ID	Location	Description	Scheme type	Strategy basis
TSH047	St Neots market – St Neots station	The St Neots Town Centre Transport Study will feed into this section of the route. Options include restricting traffic on the High Street or making the High Street one way. Improving the route through Priory Lane car park, allowing two-way cycling on Russel Street and Avenue Road, traffic calming measures and improvements to off-road path to the station	Active travel	St Neots MTTS Amended 2016
TSH048	Eynsbury – St Neots station	Raised cycleways on Cromwell Road and advisory lanes where it narrows or improve existing off-road path. Change layout of the roundabouts at the junctions with Cambridge Street to narrow the lanes. Consider taking out middle island. Station Road: widen path or advisory cycle lanes and consider reducing speeds to 20mph. Increase cycle parking at the station	Active travel	LCWIP
TSH049	Eynesbury – St Neots market	Berkely Street: Remove centre line, put in traffic calming measures, consider advisory cycle lanes or improve off-road route via Conygeare bridge to include lighting and signage. Junction with St Mary's Street/Montagu Street: Narrow junction to reduce speeds or raised table. Brook Street: Remove carriageway centre line, put in traffic calming measure and consider advisory cycle lanes. Brook Street/South Street/Market Square: Review traffic management in order to reduce circulatory traffic in the area	Traffic management	LCWIP

St Neots



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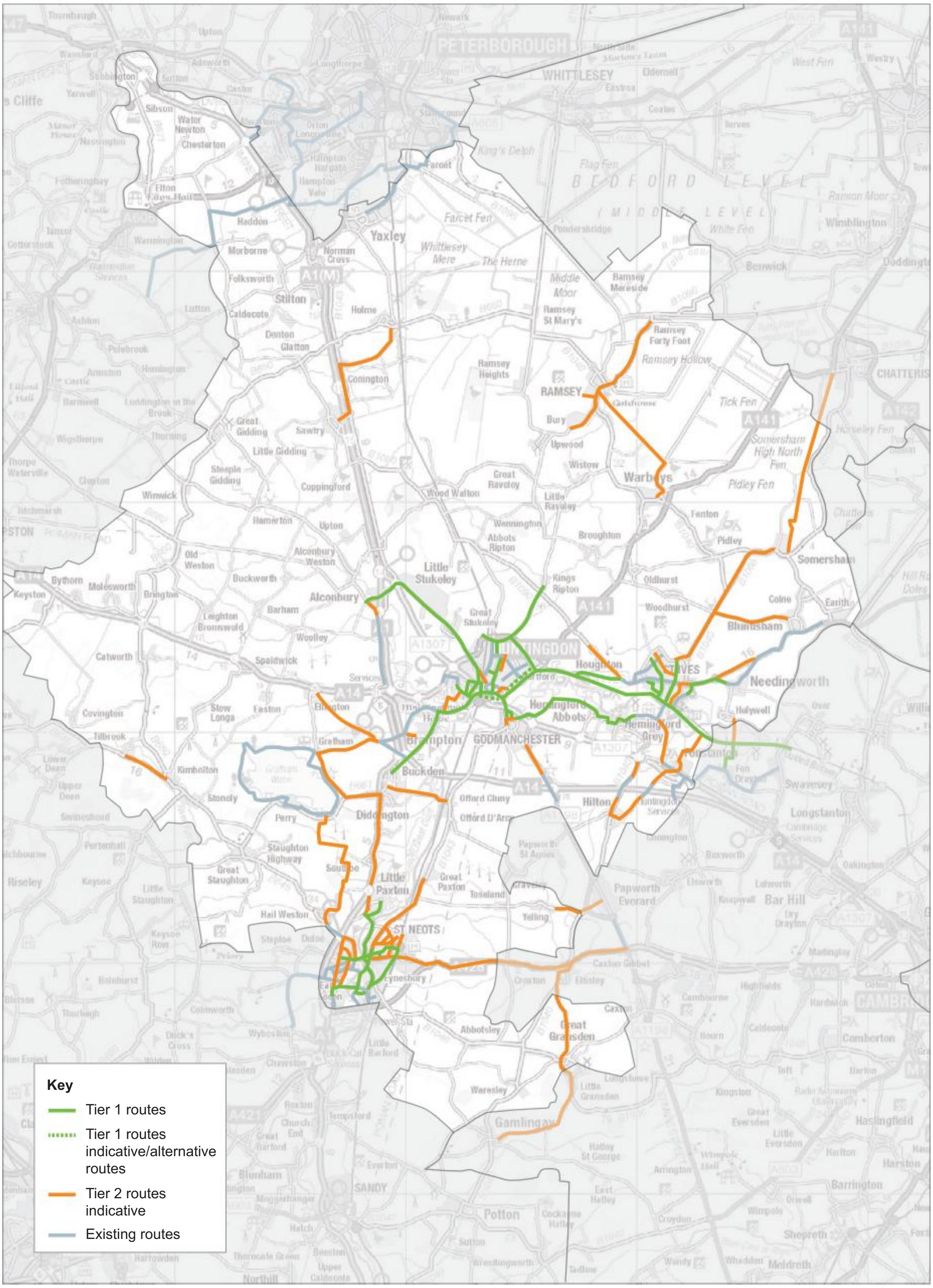
Rest of district

ID	Location	Description	Scheme type	Strategy basis
TSH050	Huntingdonshire Community Transport Area	Public transport scheme	Public transport	Huntingdon and Godmanchester MTTS
TSH051	Key routes and destinations – St Ives, Huntingdon, Alconbury and Peterborough – Guided Busway service	Public transport scheme	Public transport	Huntingdon and Godmanchester MTTS
TSH052	Along public transport corridors from Huntingdon	Feasibility study to investigate role of Park & Ride	Public transport	Huntingdon and Godmanchester MTTS
TSH054	B1040 Junction of Wheatsheaf Road/ Woodhurst, Cluster site ON455	Junction improvement	Safety	LTP road safety
TSH055	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	Active Travel	LTP
TSH056	Woodhurst Public Bridleway No. 1 between south end of bridleway and Old Ramsey Road, Woodhurst	Reconnect bridleway/NMU path	Active Travel	Rights of Way Improvement Plan
TSH057	Junction with Elton Bridleway 17 and 26 and A605 Elton Bypass	Installation of safe crossing for NMUs south of Elton	Safety	Proposed by local member and parish
TSH058	Hemingford Abbots – Hemingford Grey	Consider traffic calming measures	Traffic management	LCWIP
TSH059	Area around Abbots Ripton	Environmental and public realm enhancement measures		Huntingdon and Godmanchester MTTS
TSH066	Kimbolton to St Neots	Review speed limit on B645 to improve conditions for cycling	Safety and active travel	Identified through stakeholder/public consultation
TSH067	New developments	Investigate setting up mobility hubs in new developments to champion sustainable travel and provide a range of mobility solutions	Mobility	Identified through stakeholder/public consultation

Huntingdonshire active travel map



Endnotes

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31 https://transport.cambridgeshirepeterborough-ca.gov.uk/community-transport/

32 https://cambridgeshireinsight.org.uk/jsna/health-and-wellbeing-strategy/

33 https://www.huntingdonshire.gov.uk/environmental-issues/noise-nuisance-pollution/air-quality/

34 https://www.brake.org.uk/how-we-help/national-campaigns/the-change-we-want/vision-zero

35 https://www.healthystreets.com/

36 https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

37 https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/heavy-or-abnormal-loads-on-the-highway

38 https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-traffic-data

39 https://cambridgeshireinsight.org.uk/roads-transport-and-active-travel/cambridgeshire-collision-data/


MAIN STREET

Agenda Item No: 8

Report title: Civil Parking Enforcement (CPE) Update

To:	Highway and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director of Place and Sustainability.
Electoral division(s):	South Cambridgeshire
Key decision:	2023/011
Outcome:	The Committee is asked to consider the application for Civil Parking Enforcement (CPE) in the South Cambridgeshire districts. The outcome, if approved, would be the progression of the application to the Department of Transport.
Recommendation:	The Committee is asked to:

a) Delegate the authorisation for Cambridgeshire County Council (CCC) to submit Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) applications to the Department for Transport for Designation Orders for the introduction of CPE in South Cambridgeshire, Fenland, and Huntingdonshire to the Service Director Highways and Transport, in consultation with the Chair and Vice Chair of the Highways and Transport Committee.

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1. Background

1.1 Civil Parking Enforcement (CPE) transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority in accordance with the Traffic Management Act 2004.

1.2 To take up these powers, Cambridgeshire County Council (CCC) as the Highway Authority is required to make an application to the Secretary of State via Department for Transport (DfT) for a Designation Order which decriminalises parking enforcement across the whole of the application area

1.3 On the 7th of September 2021, this committee resolved to:

a) Authorise Cambridgeshire County Council (CCC) to prepare a Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) application to the Department for Transport for a Designation Order for the introduction of Civil Parking Enforcement (CPE) in Fenland, Huntingdonshire, and South Cambridgeshire.

b) Delegate the approval of Agency Agreements with Fenland, Huntingdonshire and South Cambridgeshire District Councils, a funding agreement with the Greater Cambridge Partnership (GCP) and the Department for Transport (DfT) application to the Executive Director of Place and Sustainability, in consultation with the Chair of the Highways and Transport Committee.

1.4 This report builds on point a), it sets out the work undertaken by officers in relation to the preparation of Special Enforcement Area (SEA) application to be submitted to the Department for Transport for a Designation Order for the introduction of Civil Parking Enforcement (CPE) in South Cambridgeshire.

1.5 Due to a number of different factors, each the three districts have progressed at different rates, with districts now at different stages of the CPE application and implementation process, as follows:

- South Cambridgeshire - the signs, lines and TRO review has been completed, the Financial Agreement approved, and the majority of the remedial design work commissioned along with the first tranche of remedial installation. The CPE application has been drafted and is attached (appendix 1)

- Fenland - the signs, lines and TRO review is nearing completion and the commission of the remedial design work has commenced. The drafting of the Agency Agreement is underway along with the CPE application. Due to the complexities of these documents this process has taken longer than initially expected.

  Officers from both authorities aim to have an Agency Agreement drafted by June 23 and be in a position to submit the CPE application (if endorsed) by the end of September 23.

Whilst there is a degree of uncertainty around the delivery programme of the remedial work and the discussion on the Agreement is ongoing, the indicative date for Designation Order being created and CPE brought into effect, at this time, remains May 24.

- Huntingdonshire - the signs, lines and TRO review is underway. The Agency Agreement is currently being discussed. Officers from both authorities aim to have an Agency Agreement drafted by June 23 and be in a position to submit the CPE application (if endorsed) by the end of September 23.

  Whilst there is a degree of uncertainty around the delivery programme of the remedial work and the discussion on the Agreement is ongoing, the indicative date for CPE being brought into effect, at this time, remains October 24.

1.6 The decision to proceed with the implementation of CPE is an important first step in moving towards a whole management approach for parking enforcement in Cambridgeshire and it is anticipated that the introduction of CPE will bring multiple benefits, including increased compliance of parking restrictions with associated improvements to traffic flow, road safety and a reduction in obstructive and dangerous parking.

2 Main Issues

Designation Order

2.1 A Designation Order cannot be rescinded. If the application is successful, the County Council will be responsible for both the enforcement and administration of any on-street restriction within the approved CEA and/or SEA as well as the cost of completing any outstanding remedial works required to ensure signs, lines and road markings meet the required CPE standard.

2.2 Whilst the Financial and Agency Agreements aim to reduce the County Council's financial exposure, if the Agreements are not renewed or revoked after the initial period (5 years) , any outstanding remedial work and any operational deficit will need to be supported financially by the County Council. Current forecasts suggest there will be an operational deficit in Fenland, Huntingdonshire, and South Cambridgeshire, creating a financial risk for the County Council. Work continues to identify opportunities to mitigate these deficits.

. **CPE Application**

2.3 The application for CPE and Bus Lane Enforcement defines how CPE will be delivered across the District and how CPE will be funded. The DfT is seeking clarification on several key elements which include:

- CPE target date (when CPE is to commence)

- The area to be designated and any road to be excluded (road such as the A14 which falls outside of the County Council jurisdiction).

- Confirmation that all TROs, signs and lines are accurate, enforceable and comply with current Traffic Regulations.

- The operational responsibilities in relation to CPE administration and enforcement.

2.4 It is expected that it will take six months for the DfT to process and approve an application, this includes any clarifications requested by the DfT, then for the application to be laid before parliament, the Minister to sign it off and the designation order coming into force. However, this is dependent on parliamentary availability.

2.5 Discussions continue in relation to the CPE applications for both Fenland and Huntingdonshire. As per the recommendation, these will be agreed and progressed in due course.

CPE Funding Expectation

2.6 Previous CPE guidance stated that local authority parking enforcement should be self-financing as soon as practicable. Whilst this is still a sensible aim, applications for CPE can be granted without a scheme being self-financing. There is the expectation that authorities must be certain that they can afford to pay for CPE from within existing funding. The Secretary of State will not expect either national or local taxpayers to meet any deficit. County Council Officers are working with districts to mitigate this risk as best possible through the funding agreements.

South Cambridgeshire

2.7 **CPE Responsibilities** - Due to the proximity of South Cambridgeshire to County Council's existing enforcement and administration base in Cambridge City, it is proposed that enforcement, and the administration of CPE in South Cambridgeshire will be undertaken by the existing Parking Service Enforcement Team.

2.8 **Financial Commitment** -. Whilst the below offers estimated costs, it should be noted there is still a degree of uncertainty surrounding these costs. Once the remedial work (design and installation) target costs have been received, officers would be in a better position to revisit and review the below cost profile.

Item	Estimated cost
IT Upgrade Set-up	£18k
Administration Set-up (Inc. Training, equipment & relevant licences)	£19k
Enforcement Set-up (Inc. training & equipment)	£52k
Remedial Design work, TRO mapping & TRO consolidation*	£159k
Remedial Work Installation costs	£317
External Consultants & Legal costs	£7k
Total:	£572k
Annual Operational Deficit (5 Yr. Period)	£191K
Grand Total:	**£763k**

**A contribution of up to £150k will be made (subject to approval) by the joint transport organisations (the County Council, the GCP and the CPCA). This funding will in the main, cover the required remedial design work, TRO mapping and associated TRO work.

2.9 The Financial Agreement with the GCP provides a basis for the working relationship and the respective responsibilities of the County Council and the GCP in undertaking CPE functions. The overarching financial principle of the Financial Agreement is that the funding responsibility for CPE implementation, and responsibility for all ongoing CPE financial risk is to sit with the GCP for the agreement period.

Summary

2.10 The GCP has committed to cover all associated CPE set-up costs and committed to covering any annual operational deficit for a period of 5 years. This commitment is supported by a Financial Agreement. However, consideration should be given to the financial burden the County Council would inherit if the agreement was revoked or when the agreement expires. These costs could include:

- Estimated set-up costs £572k
- Estimated ongoing operational deficit in the region of £30k - £50k per annum

2.11 By utilising existing contracts and the County Council's Parking Team as far as possible, the enforcement and administration responsibility risks are low. Enforcement activity would be controlled locally, giving CCC a higher level of control and flexibility to manage the demand for parking. CPE also offers some flexibility to develop the service to meet local community and traffic management needs, one such opportunity may be the introduction of on-street paid for parking or bus gates. It should be noted that the introduction of such restriction would only be considered in locations where there is an appropriate traffic management requirement.

2.12 Discussion is still required with SCDC regarding funding and risk after 5 years.

2.13 **Sign, line and road marking maintenance**

2.14 A major part of the preparation for commencing CPE, is ensuring that Traffic Regulation Orders (TROs), signs and lines associated with parking restrictions are accurate, enforceable and comply with current Traffic Regulations. Following a signs, lines and TRO review an average of c1,000 queries were highlighted per district, queries relate to where on-street restrictions do not match those of the TRO and/or reflect current standards. Whilst any remedial work will be carried out prior to the launch of CPE and those works funded by the Districts and the GCP, the number of sign and lines to be maintained by the County Council following the launch of CPE across all three Districts is likely to increase significantly.

2.15 The CCC and Districts ability to operate CPE effectively will in part, be determined by the condition and accuracy of the signs and lines denoting the parking restrictions. To ensure robust enforcement through the appeals process and to prevent reputation damage, motorist need to understand through signs and lines, the restrictions that are in place.

2.16 The County Council's highways maintenance budget may need to be reviewed and additional funding sought to cover the on-going maintenance and upkeep of any additional and pre-existing on-street signs and lines.

3. Alignment with corporate priorities

3.1 **Environment and Sustainability**
The introduction of CPE will enable the Councils to move away from relying on the Police for parking enforcement and to have the ability to focus enforcement on specific areas. Areas where traffic flow, accessibility, and safety is compromised by persistent obstructive parking and where congestion and, air pollution are high and parking turnover is essential to supporting local business.

3.2 **Health and Care**
The introduction of CPE will by addressing obstructive parking, improve access for all who use the highway and those that use pavements. It will support safer roads, a reduction in car use, and alignment to Vision Zero/Road safety partnership outcomes. In addition, CPE will reduce congestion and improve air quality.

3.3 **Place and Communities**
The introduction of CPE will enable:

- The release Community Policing resources.
- Councils to address persistent, dangerous and obstructive parking to ensure traffic flow and parking turnover.
- Council's to improved access for all who use the highway (including pavements)
- Councils to support the local economies
- The reduce of congestion and the improvement of air quality

3.4 **Children and Young People**
There are no significant implications within this category.

3.5 **Transport**
The flexibility CPE brings will enable the targeted enforcement of problematic parking. It will support the economic growth of market towns and help with the creation of successful, well-functioning communities. It will help manage some of the conflict around parking, the use of cycle paths, footways and help to embed good parking behaviours.

4. Significant Implications

4.1 **Resource Implications**

A Designation Order cannot be rescinded, if the application is successful, the County Council will be responsible for both the enforcement and administration of any on-street restriction within the approved CEA and/or SEA. All, or part, of these responsibilities can be delegated to the Districts via an Agency Agreement.

Whilst the Agency Agreement aims to reduce the County Council's financial exposure, if the Agreement is not renewed or it is revoked, any operational deficit will need to be covered by the County Council. It is currently anticipated that there will be an operational deficit in

South Cambridgeshire, Fenland and Huntingdonshire.

Establishing Financial Agreement with GCP will mitigate a certain level of risk. The GCP has indicated that it will cover the associated set-up costs and any operation deficit for a period of 5 years.

For the implementation of CPE. County staff would need to be made available by the County Council to cover the project management, Policy review, TROs alignment and consultation, drafting and submitting the CPE application and facilitating enforcement and administrative services if required.

The County Council's highways maintenance budget would need to be reviewed and additional funding sought to cover the on-going maintenance and upkeep of any additional and pre-existing on-street signs and lines.

Provision by CCC of a one-off set up funding contribution of £50k per District authority to support participating districts in implementing CPE, noting that Districts will be responsible for all other costs.

Note in addition to their other CPE grant contributions, GCP and CPCA will match the set-up funding contributed by the County Council currently identified as £150k from each organisation. At the time of writing, this has been agreed in principle, and we await letters of confirmation.

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

All requirement procurement activity will be fully compliant with the Council's Contract Procedure Rules.

4.3 **Statutory, Legal and Risk Implications**

Once an CEA/SEA has been approved, there is no way to reverse the process. The County Council would have to ensure that systems are in place to provide enforcement and administration services and resource and financial deficits covered.

Whilst the agency agreement aims to reduce the County Councils exposure, there is the risk that the districts may have underestimated operational shortfalls and that any agency agreement could be revoked.

4.4 **Equality and Diversity Implications**

There are no significant implications with this priority. An Equality Impact Assessment is attached in appendix 2.

4.5 **Engagement and Communications Implications**

As part of the CPE application process, key stakeholder such as the Police, emergency services, MOD, National Highways, Logistics UK, Road Haulage Association and Traffic Commissioner as well as the Authorities adjoining each District have been consulted in respect to the introduction of CPE across all 3 Districts. In addition, the bodies instrumental to Penalty Charge Notice processing, Traffic Penalty Tribunal, Traffic Enforcement Centre and the DVLA have also been contacted.

Prior to CPE launch and in consultation with the Districts, an information leaflet will be sent to residents and businesses within each District.

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 **Climate Change and Environment Implications on Priority Areas:**

4.8.1 Implication 1: Energy efficient, low carbon buildings.
Status: Neutral
Explanation:

4.8.2 Implication 2: Low carbon transport.
Status: Neutral
Explanation: CPE enables local authorities to effectively manage and enforce on and off-street parking areas which in-turn supports/encourages a move towards more sustainable and low carbon transport options.

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

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Status: Neutral
Explanation:

4.8.5 Implication 5: Water use, availability and management:
Status: Neutral
Explanation:

4.8.6 Implication 6: Air Pollution.
Status: Positive
Explanation: CPE enables local authorities to effectively manage and enforce on and off-street parking areas to prevent inconsiderate and obstructive parking which help to keep traffic moving and reduces vehicle emissions.

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

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 Pathfinder Law? **Yes/**
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your Service Contact?
Yes
Name of Officer: David Allatt

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: David Allatt

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

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

5. Source documents guidance

5.1 Source documents
Document.ashx (cmis.uk.com)
Document.ashx (cmis.uk.com)

Appendix 1 – CPE Application (South Cambridgeshire) (Marked as confidential)
Appendix 2 – Equality Impact Assessment (CPE)

EQUALITY IMPACT ASSESSMENT - CCC476309698

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Highways &Transport - Trans, Strat & Dev	Traffic Management	Traffic

Your name: Nicola Gardner

Your job title: Parking Policy Manager

Your directorate, service and team:

Directorate	Service	Team
Highways &Transport - Trans, Strat & Dev	Traffic Management	Traffic

Your phone: 07557800355

Your email: Nicola.Gardner@Cambridgeshire.gov.uk

Proposal being assessed: Civil Parking Enforcement (CPE)

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes: Objectives: To make a Civil Parking Enforcement (CPE) application to the Secretary of State via Department for Transport (DfT) which will create Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) across Fenland, Huntingdonshire, and South Cambridgeshire. Outcome: The effective management and enforcement of on and off-street parking areas across the above-mentioned administrative areas to address habitual inconsiderate parking, support local economies and contributes to the Councils overarching environmental objective to reduce congestion and improve air quality

What is the proposal: Currently parking enforcement outside of Cambridge City is undertaken by the Police. With stretched resources, policing parking contraventions is understandably not a high priority. The introduction of CPE will move these powers and responsibilities from the Police to the Highway Authority, Cambridgeshire County Council (CCC), in accordance with the Traffic Management Act 2004. Through individual Agency Agreements, CCC will delegate some/all enforcements and administrative responsibilities which will enable the local authorities to focus enforcement where it is most appropriate.

What information did you use to assess who would be affected by this proposal?: Feasibility studies undertaken by Fenland District Council (FDC) and Huntingdonshire District Council (HDC).

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for

specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: Local Authorities will have enforcement flexibility however they will need to consider additional staff to cover the increased workloads and secure funding to cover set-up and ongoing costs. Reduced pressure on limited Police resources. With the free flow of traffic local communities should see reduced congestion and air pollution and improved access to local amenities. With the enforcement of time-limited bays, an uplift in footfall to local business. For those who hold a valid blue badge, greater parking opportunities particularly close to local facilities. Drivers should see improved journey time, better access to local amenities/ shops and Penalty Charge Notice (parking ticket) being issued to those who park in contravention.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Don't know

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: Yes

Does the proposal relate to an area with known inequalities?: Don't know

What is the significance of the impact on affected persons?: The proposal is a change in the enforcement responsibility from the Police to the local authorities. This does not change the parking policy itself, nor access to parking provision.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The proposal is a change in the enforcement responsibility from the Police to the local authorities. This does not change the parking policy itself, nor access to parking provision.

Disability: As per 'Age' above. And for those who hold a valid blue badge, greater parking opportunities particularly close to local facilities.

Gender reassignment:

As per 'Age' above

Marriage and civil partnership: As per 'Age' above

Pregnancy and maternity: As per 'Age' above

Race: As per 'Age' above

Religion or belief (including no belief): As per 'Age' above

Sex: As per 'Age' above

Sexual orientation: As per 'Age' above

Socio-economic inequalities: As per 'Age' above

Head of service: David Allatt

Head of service email: david.allatt@cambridgeshire.gov.uk

Commuted Sums for Highways Infrastructure

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director for Place and Sustainability
Electoral division(s):	All
Key decision:	No
Forward Plan ref:	N/A
Outcome:	An approved Commuted Sums Policy supported by the Highway Estate Roads Construction Specification and General Principles for Development enabling the Council to collect commuted sums consistently for non-standard highway infrastructure that it adopts further to developments by third parties.
Recommendation:	What is the Committee being asked to agree? a) To approve the Commuted Sums Policy (Appendix A); b) To approve the Highway Estates Roads Construction Specification (Appendix B); and c) To approve the General Principles for Development (Appendix C)

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Tel: 01223 706398

1. Background

1.1 The County Council becomes responsible for highway infrastructure that it adopts further to developments being undertaken throughout the county.

1.2 Commuted sums are monies that may be collected to help authorities offset the future maintenance costs of new infrastructure that they acquire. Typically, such sums are collected from third parties undertaking developments which result in authorities becoming responsible for new assets.

1.3 The Council currently collects commuted sums for some highways infrastructure, but there is no comprehensive approved policy for the calculation and collection of these monies. It is proposed that the commuted sums policy (Appendix A) be approved to provide the framework for the Council's collection of commuted sums for highways infrastructure.

2. Main Issues

2.1 The Council has the legal powers to collect commuted sums for highway infrastructure that it adopts. These powers are primarily granted via Section 38 and Section 278 of the Highways Act 1980.

2.2 The Council is a voting member of the Cambridgeshire and Peterborough Combined Authority (CPCA) Board. The Council has also delegated functions to the Greater Cambridge Partnership (GCP), which is constitutionally a Joint Committee of Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council. The County Council also has a member on the GCP Board. The Commuted Sums Policy is not applicable to the CPCA or GCP. Whilst this report focuses on the collection of commuted sums from developers, discussions are taking place with CPCA and GCP regarding how best to offset the increased maintenance burden to the Council associated with infrastructure provided by these bodies. Such infrastructure includes cycleways, greenways and busways.

2.3 A proportion of the capital funding provided to the Authority from Central Government for highways maintenance is based upon a formula. This formula takes account of the road lengths for which the Authority is responsible. Therefore, the Council is compensated for additions to the highway network, but only via the standard formulaic allocation.

2.4 Given that the road lengths formula makes provision for increases in length, it is only proposed to collect commuted sums for non-standard infrastructure, which is likely to result in disproportionate future maintenance costs to the Authority. A balance needs to be struck between collecting reasonable sums to offset the increased financial burden to the Council without discouraging development within the county. Furthermore, developers cannot be compelled to enter into Section 38 agreements and might resist agreeing to terms that are too commercially detrimental.

2.5 The council's Highway Estate Roads Construction Specification (HERCS) sets out the technical specifications for a broad range of adoptable highways infrastructure, such as surfacing types and construction thicknesses, in accordance with British Standards. The General Principles for Development document is more concerned with the overall design and implementation of new developments, again following the principles of national policy

and established best practice. This report seeks approval for these documents.

2.6 It is proposed that infrastructure that accords with the standards set out in the Highway Estates Roads Construction Specification (Appendix B) and the General Principles for Development (Appendix C) be deemed standard infrastructure, for which no commuted sums would be charged.

2.7 Whilst it is not possible to predict all the types of non-standard infrastructure that developers might wish the Authority to adopt, common examples might include: York Stone kerbing, as opposed to concrete construction; coloured surfacing and combined kerb/drainage blocks, as opposed to standard drainage gullies. Where non-standard materials are used, it will generally be the case that commuted sums will be collected, to enable the Council to match these materials when maintaining the infrastructure. The Council might also request that developers provide such materials, so that stocks are available at our depots. However, as noted in paragraph 2.10, officers will be able to exercise discretion in some cases.

2.8 It is proposed to charge absolute sums for a small number of specific asset types, in accordance with Table 1 of the Commuted Sums policy. These sums have been set to broadly align with the sums charged by other authorities. Officers will continue to review other authorities' practice and assess inflationary risks associated with these sums. Any proposed changes to these sums will be brought to this committee for approval.

2.9 The vast majority of sums collected will be based upon replacement costs and will be calculated on a project specific basis. There is some national guidance regarding the calculation of commuted sums. This includes the use of discounting factors whereby long-term assumptions are made regarding interest and inflation rates. This is a complex process and such assumptions are likely to be inaccurate as interest and inflation rates fluctuate, often unpredictably. CCC Finance and Resources are supportive of an alternativeapproach whereby sums are collected equivalent to current replacement costs and the monies are invested by the Authority.

2.10 The Commuted Sums Policy (Appendix A) makes provision for the Council to exercise discretion regarding whether it wishes to collect commuted sums in all instances. This will help ensure that developments which align closely with the Council's priorities are not discouraged. This discretion is delegated to the relevant Assistant Director within Place and Sustainability.

2.11 It is proposed that the Commuted Sums Policy be implemented from 1st April 2023, subject to its approval by this committee. However, officers will exercise some discretion in the application of the policy during the period to 1st August 2023. This will facilitate communications to developers during the transitional period.

3. Alignment with corporate priorities

3.1 Environment and Sustainability
There are no significant implications for this priority

3.2 Health and Care
There are no significant implications for this priority

3.3 Places and Communities

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

- The standards in the Highway Estates Roads Construction Specification and General Principles for Development will help ensure that developments provide the appropriate technical and aesthetic specifications.
- The collection of commuted sums will enable non-standard infrastructure to be appropriately maintained, enhancing the environment for our communities.
- The provision for the exercising of discretion regarding whether to collect commuted sums will help ensure that developments that are of benefit to our communities are not discouraged.

3.4 Children and Young People

There are no significant implications for this priority

3.5 Transport

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

- A well-maintained highway network is a key enabler for the transport of goods and passengers across the county and beyond. These standards and the collection of commuted sums will help the Authority provide such a network.

4. Significant Implications

4.1 Resource Implications

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

- The capital monies made available to the Authority for highways maintenance from Central Government are currently not sufficient to enable highway assets to be maintained in a steady state. The collection of commuted sums will help provide some additional monies for highway maintenance against a backdrop of managing deterioration of the highway network.

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 report above sets out details of significant implications in paragraph 2.1

There is a risk to the authority of not adopting such a policy as is proposed in this report. The Authority would be assuming the financial liability of maintaining infrastructure that is effectively beyond the scope of the monies it receives for highways maintenance.

4.4 Equality and Diversity

Equality and Diversity Impact Assessments have been carried out for the following policies and standards and are provided as Appendix D to this report.

- Commuted Sums Policy
- Housing Estate Road Construction Specification
- Highways Development Management General Principles for Development

4.5 Engagement and Communications Implications
The report above sets out details of significant implications in paragraph 2.9.

4.6 Localism and Local Member Involvement
There are no significant implications for this priority

4.7 Public Health Implications
There are no significant implications for this priority

4.8 Climate Change and Environment Implications on Priority Areas

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:
The collection of commuted sums is proposed to be discretionary. This will enable the Council to negotiate with developers and effectively encourage the provision of infrastructure that supports low carbon transport via not collecting commuted sums for infrastructure that aligns with our low carbon transport aims.

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 Status:
There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:
Positive/**neutral**/negative Status:
There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status:
Please see comments against point 4.8.2. The discretion to waive commuted sums will help encourage the provision of infrastructure that encourages the use of electric vehicles and other forms of transport that minimise air pollution, including particulates.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status:
The HERCS and design standards accord with the latest design principles. Therefore, infrastructure build in accordance with this guidance will be well placed to cope with climate change, including the demands upon drainage systems.

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 & Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: Jon Munslow

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: Iain Green

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

5. Source documents guidance

5.1 Source documents

None

Cambridgeshire County Council

Highways Commuted Sums Policy 1st April 2023

1. Background

The County Council has the legal power to collect commuted sums for 3rd party highways infrastructure. These powers are primarily provided by Sections 38 and 278 of the Highways Act 1980.

This policy sets out the framework for how the Council will set and collect these commuted sums.

2. Excluded Bodies

The Council is a voting member of the Cambridgeshire and Peterborough Combined Authority (CPCA) Board. The Council has also delegated functions to the Greater Cambridge Partnership (GCP), which is constitutionally a Joint Committee of Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council. The County Council also has a member on the GCP Board. It is not proposed to collect commuted sums from the CPCA or GCP at this juncture. Collecting such sums from these bodies would shift the financial burden from one publicly funded body to another. This policy focuses on the collection of commuted sums from developers.

3. Standard Infrastructure

Commuted sums will not be charged for the provision of standard highway infrastructure. Standard highway infrastructure is that which accords with the County Council's Housing Estate Roads Construction Specification (HERCS).

Examples of standard infrastructure include: concrete kerbing, black road surfacings and drainage gullies, where such infrastructure accords with the HERCS. Conversely, non-standard infrastructure might be: York Stone kerbing, coloured surfacings and combined kerb/drainage units.

Exceptions shall apply in respect of street trees and soakaways whereby a specification is provided within the HERCS for technical assessment purposes only. Commuted sums for these items shall be levied in accordance with Table 1 below.

New infrastructure will be expected to meet the design criteria and technical advice contained within the Highway Development Management document, 'General Principles for Development'.

Infrastructure which does not accord with the HERCS and General Principles for Development will be subject to the express approval of the Council and may be subject to commuted sums.

Development that results in an increased maintenance burden, or areas over and above those considered necessary for the effective operation of the highway, might similarly be subject to commuted sums, where such infrastructure is approved by the Council.

4. Discretion Regarding Commuted Sums

The Council retains the discretion to not charge commuted sums or charge a reduced amount in some circumstances whereby otherwise they might have been payable. This will be particularly relevant to the provision of infrastructure that helps support the council's wider aims and policies.

Decisions regarding the exercising of such discretion shall be made by the relevant Assistant Director within Place and Sustainability.

5. Absolute Sums

Table 1 Sets out the sums to be charged for specific items:

Item	Unit	Rate
Hydro-brake	Item	£13,000
Petrol Interceptor	Item	£14,000
Conventional Soakaway	Item	£11,400
Tree	Item	£616
Real Time Bus Information (Shelter Mounted)	Item	£16,600
Real Time Bus Information (Post Mounted)	Item	£8,500

6. Combined Kerb Drainage

Commuted sums will be sought for the replacement and maintenance of non-standard drainage interventions such as Beany Kerbs. The Sum shall be based upon the Councils estimate of the costs comprising:

- Maintenance cost per unit
- Mobilisation costs
- Length of feature
- Frequency of maintenance (interventions per annum)
- Cyclic periods (25 years)
- Traffic management
- Unit replacement (assumed 1 per 5 unit)

7. Electrical Items

Commuted sums for the following items shall be calculated on the basis of 20 years' maintenance and energy costs, plus one replacement cost of the electronic installation:

- Signal controlled junction
- Signal controlled crossing
- Electronic signs

Replacement cost shall be equal to construction cost. Maintenance and energy costs will equal current year values.

8. Street Lighting

For lighting infrastructure that accords with the County Council's Street Lighting Specification, in accordance with the street lighting design brief, no commuted sums will be charged.

Non-standard lighting infrastructure would only be approved on an individual/ exceptional basis, by prior agreement with the Street Lighting service.

Commuted sums will be collected for non-standard lighting infrastructure. The sum will be equal to the one-off replacement cost. In addition to replacement cost, a sum will be collected for 30 years' maintenance and energy costs. Maintenance and energy costs will equal current year values.

It is anticipated that non-standard lighting infrastructure will be very much the exception and that most developers will accord with the Council's standards, or alternative responsible owners will need to be sought, other than the Council.

9. Structures (Bridges/ Culverts etc)

Commuted sums will be collected for all structures (as defined in the Code of Practice: "Well Managed Highway Infrastructure", 2016), in accordance with paragraph 10 below.

10. Calculation of Commuted Sums

For all other non-standard infrastructure, commuted sums shall be calculated as below:

- The commuted sum shall be equal to the number of replacement costs required over a 25-year period;

- The minimum commuted sum shall be one replacement cost;

- Replacement cost shall be equal to the total cost of construction of the non-standard infrastructure. This shall include labour, plant, materials, traffic management, welfare and any other relevant costs.

Developers shall submit all evidence requested by the Highways Development Management Team to substantiate construction costs.

11. Collection of Commuted Sums

Commuted sums will be collected via the Council's Highways Development Management Team and will typically be attached as requirements within agreements under Sections 38 and 278 of the Highways Act 1980, and payable upon completion of the Agreement.

Cambridgeshire County Council

Housing Estate Road Construction Specification January 2023

cambridgeshire.gov.uk

HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION

January 2023

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development/

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INTRODUCTION

i. Cambridgeshire County Council as Highway Authority is committed to adopting all residential estate roads under Section 38 of the Highways Act 1980 that serve a highway function, to five or more individual dwelling units and that have been constructed in accordance with this Construction Specification. Failure to comply with this construction specification will result in the road not being adopted by the Highway Authority. As part of the adoption procedure, it is incumbent on all Developers to fully co-operate with all Highway Authority staff and Representatives.

ii. Developers shall ensure that the engineering details are approved before work starts on site. This requires sufficient time to be allowed by the Developer from the granting of planning permission to the proposed start date. This is of particular importance if third parties (i.e. the Environment Agency) approvals are required. Works undertaken by the Developer without approved drawings will be wholly at their own risk and the Highway Authority reserves the right to require suitable testing of any such works to be undertaken at the cost of the Developer. The number, location and types of tests will be decided by the Highway Authority. If any of the tests fail the Highway Authority reserves the right to require that the development be reconstructed to this specification.

iii. All costs associated with the technical approval of the works required for the proposed development must be borne by the developer.

iv. The Developer is required to provide specific items of information as part of the engineering detail process. The submission shall comprise:

a) Copy of the Full or Reserved Matters Planning Approval Decision Notice

b) One copy of the detailed layout approved by the Local Planning Authority

c) 1:2500 Site location plan

d) 2 x copies of the layout drawing showing the extent of the proposed adopted public highway shown in pink, proposed gully locations, connexions to the public surface water sewer and any highway drains are to be shown in blue. Any works within the existing adopted public highway shall be shown in green.

e) 2 x copies of the site engineering layout at 1:200 or 1:500 scale to show all dwellings, slab levels and vehicular accesses, junction and pedestrian to vehicle visibility splays and surface water drainage layout. This drawing will form the basis of the agreement dedication plan.

f) 2 x copies of standard construction details, cross sections, longitudinal sections, drainage details and all other supporting drawings

g) 2 x copies of a drawing showing the areas drained by each gully. The areas drained will be identified by varying the direction of a simple 45 degree-line hatching. The plan shall show the areas drained by each gully in numbers, high points/ low points and the direction and gradient of the fall to the gully expressed as a factor of 1 (i.e. 1:150).

h) 1 x copy of the approval of LLFA of relevant drainage body for works to watercourse (where affected by the works)

i) 2 x copies of the site investigation/ soils report to justify the design CBR used, based upon the plasticity index.

j) Full set of drawings and supporting documents provided electronically.

k) Site engineering layout showing location and nature of all utilities/ statutory undertakers' apparatus. The Highway Authority will not accept the installation of non-passive private apparatus within the adoptable highway, without the prior written consent of the Engineer.

l) A completed street lighting brief and supporting information.

m) Subject to the site-specific requirements to be agreed with the engineer, a condition survey existing highway/ approach road, which may comprise photographic/ video survey, and/ or cores of the existing carriageway.

If the above information is not fully provided, technical vetting process will not commence.

n) The developer shall provide signing and road markings in accordance with the Traffic Signs Regulation & General Directions. Prior to adoption, all new housing estate roads shall be subject to a formal speed limit of 20mph (promoted with the appropriate Traffic Regulation Orders), unless otherwise agreed with the Engineer.

v. To properly construct the new estate road, the Developer will have to work within the existing public highway. These works can form part of the Section 38 Agreement. However, if the Developer wishes to commence these works before the Section 38 Agreement is signed, they can be carried out under a Section 278 Agreement of the Highway Act 1980. Extra charges will be incurred as part of this process which must be fully borne by the Developer. No reduction in the Section 38 bond or fees will result if works relating to the Development are implemented under a Section 278 Agreement.

vi. The Developer will ensure that a copy of this Specification is always on site and is readily available to all ground workers, engineers or any other staff involved in the management, construction, detailing or the like in relationship to the construction of the proposed adopted public highway.

vii. In matters concerning the construction, layout, design, compliance with this specification etc., in relationship to areas of proposed adopted public highway the decision of the Engineer is final.

viii. It is recommended that the Developer contact the Engineers representative prior to any works commencing on site to arrange a meeting to discuss general working arrangements and any issues that may be specifically linked to the proposed development. Where this has occurred in the past it has been beneficial to both parties.

ix. In responding to the technical comments through the vetting process, the designer shall provide a commentary in relation to the points addressed, and drawings shall be updated and revised elements shall be clearly annotated.

x. The Developer shall allow a period of 8 weeks within the work programme for receipt of comments in respect of the initial engineering submission, and in respect of any subsequent amendments as may be required. The onus is therefore upon the Developer and their agents to submit a comprehensive compliant design, to minimise the duration of the technical vetting process.

xi. Prior to the signing of the Section 38 Agreement, the Highway Authority will require that a signed Section 104 Agreement with the respective sewerage authority is in place.

1. Street Works Licences

No work shall be carried out in the public highway without the prior approval of the Highway Authority. For any work that is carried out within the public highway, a licence must be obtained from:

Street Works and Permitting Manager
Cambridgeshire County Council, Vantage House, Washingley Rd, Huntingdon, Cambridgeshire, PE29 6SR
Tel: 0345 045 5212 E-mail: street.works@cambridgeshire.gov.uk

The Developer is required to notify the Street Works and Permitting Manager of all works within the highway. The form for street works notification, and the traffic lights form, should temporary traffic lights be required as part of the traffic management of your works, are available via the following link:

http://www.cambridgeshire.gov.uk/highwaylicences

In order to ensure there is no delay to your works commencing on site, please submit the forms at least six weeks before you propose to commence on site, to the Street Works Coordinator at the above address.

All licences and permissions must be issued before any work commences, and it is the responsibility of the Developer to apply for any licences that may be required well in advance. Working within the highway without the appropriate licences is illegal and the Highway Authority will, if required, take appropriate legal action against any Developer, who is found to be in breach of the Highways Act 1980.

2. Third Party Insurance

The Highway Authority shall not be held responsible for damage to property or apparatus where such damage arises as a consequence of the work associated with the estate road or any work within the existing highway.

It is the responsibility of the Developer to ensure that they and their Contractor(s) hold adequate third-party liability insurance whilst working in the highway, any party undertaking such works must be able to demonstrate possession of valid insurance to the value of £10,000,000 for any one incident, number of incidents unlimited upon demand.

3. Inspection Regime

It will be the responsibility of the Developer to notify the Engineers representative at least five working days before any works to the proposed adopted public highway are to be undertaken, to enable a suitable level of inspection to be arranged. Works undertaken without suitable notification or technical approval will be carried out wholly at the Developers risk and may be condemned by the Engineer.

The following list is a guide to the works that will require inspection and should therefore be notified to the Engineer, the list is not exhaustive:

a) Surface water drainage – work to start inspection of drain run and trench backfill

b) When any soil tests are undertaken in areas that are proposed to become part of the adopted public highway

c) Formation – level, soft spots removed, and ready to receive sub-base

d) Sub-base – sub-base material approval required and laying to commence – compliant test data and surface stiffness must be available prior to commencement of base/binder course installation

e) Kerbline – kerbing to start and inspection of kerb beam and kerb line

f) Base/Binder-course – start of work, inspection of compaction

g) Street Lighting - planting of columns

h) Footways/Cycleways – inspection of back edgings, formation, sub-base and Binder Course

i) Carriageway Surface course – inspection of compaction and finished surface

j) Footway/Cycleway Surface course – inspection of compaction and finished surface

k) Sand bed and blockwork

l) Inspection of the completed estate road to start maintenance period

m) End of maintenance period - Final inspection prior to adoption

Additional non-notified inspections may also occur as and when the Engineer deems necessary.

The Engineer reserves the right to request cores of all carriageways, cycleways and footways at the Developer's expense before the surface course is laid in accordance with Clause 24.01.2 of this specification. The location and number of the cores will be at the discretion of the Engineer.

4. Street Name Plates

The District Council has the responsibility for street naming and numbering. Depending on the District Authority in which your development is located, you may be required to erect the street nameplates (once the District Authority has advised you of the name(s) chosen), or you may be required to pay the District Council to undertake the task. Please ensure that you consult the relevant District Council in good time to facilitate appropriate timeliness of the process.

5. Temporary Signing of New Housing Developments

The Highway Authority may, in certain circumstances, permit developments to be temporarily signed. The proposed location of the signs must be approved by the Highway Authority prior to the installation of any such signing.

The signed route must start at the nearest Classified County Road (or Trunk Road) or other signed route which can be used to direct users of the highway to the site without the need for specific temporary signs.

The minimum size of development that the Highway Authority will allow signage on public highway for will be 10 separate dwelling units or 30 flats / apartments / maisonettes or the like.

The design of the temporary signing shall conform to Diagrams 2701 and 2701.1 Schedule 13, Part 6 of The Traffic Signs Regulations and General Directions 2016. The signs shall be manufactured using a compliant material.

The lowest edge of the signs must be set at least 2.45m above the surface of a footpath, footway or verge, at least 3.0m above the surface of a shared use path or cycleway and at least 5.4m above the surface of a carriageway over which they project.

All signs must be attached to existing street furniture. Where signs are proposed to be attached to street lighting columns the developer must contact Cambridgeshire's Street lighting. The Highway Authority will not permit the installation of new posts within the adopted public highway for temporary signing.

The signing schedule shall form part of the approved drawings for any Section 38 Agreement and the provisional certificate for the site will not be issued until all the temporary signing has been removed.

If the proposed development is not to be offered for adoption, the Highway Authority reserves the right to impose what reasonable fees, charges and deposits it feels are necessary to control the use of temporary signing within the adopted public Highway.

Please note none of the above exempts the Developer from the possibility that Planning Permission may be required for the temporary signing and the Highway Authority suggests that the advice of the Local Planning Authority is sought on this matter by the Developer.

6. Definitions

The following list of words used in this document has the meanings ascribed to them below. These meanings relate to this document only.

California Bearing Ratio (CBR) – A value for comparing strengths of soils; in this specification the design CBR value is obtained from Table 2A - Design of CBR Values

Carriageway - the surfaced part of the road primarily designed for the use of all vehicle types

CASC/ CASC+ – Cambridgeshire Asphalt Surface Course

Channel - Narrow strip, generally at the edge of the carriageway, designed to carry and lead away surface water

Cycleway – that part of the highway over which the public have a right of way by cycle

Developer - A person or group of person who are responsible for the construction, maintenance etc., of the site within which the proposed adopted public highway is to be built

Engineer – Executive Director – Place and Economy, their successor or their designated Representative

Footpath - A way over which the public have a right of way on foot only, not being a footway. A footpath will not be subjected to any possible vehicular overrun

Footway - that part of the highway, being a way over which the public have a right of way on foot only which is adjacent to a carriageway.

Formation - The level at which highway construction meets natural ground surface or the completed earthworks

Gully - a pot, generally trapped, constructed in the carriageway edge to drain water from the carriageway

HAPAS - The Highway Authorities Product Approval Scheme was set up by the Highways Agency, CSS and the British Board of Agrément, with the objective of developing national approval arrangements for innovative products, materials and systems for use in highways and related areas, removing the need for individual authorities to carry out their own assessments and tests

Highway - The highway comprises of the carriageway, cycleway and/or footway surface and any verges or visibility splays between the boundaries

Lightweight Deflectometer – test for measuring the foundation surface modulus stiffness value

Maintenance Strips – adoptable area behind kerbing required for kerb maintenance

Manhole - A chamber and shaft constructed to enable access at intervals along highway drainage and/other service

Manual of Contract Documents for Highway Works, Volume 1 Specification for Highway Works (SHW) –The national specification for all construction and maintenance works on public highways. The Specification details all materials and workmanship standards that must be met. This Cambridgeshire County Council Construction Specification clarifies the local interpretation of the SHW

Section 38 Agreement (S38) – An agreement between the County Council as Local Highway Authority and the Developer under Section 38 of the Highways Act 1980

Section 278 Agreement (S278) - An agreement between the County Council as Local Highway Authority and the Developer under Section 278 of the Highways Act 1980

Subgrade - Natural ground material at and below formation

Tree Preservation Order - A TPO is made by the local planning authority to protect specific trees or particular woodland from deliberate damage and destruction

CONSTRUCTION SPECIFICATION

1.0 GENERAL REQUIREMENTS

1.01 Design Considerations

1. Where a site may be liable to flood no finished highway level shall be lower than the adjacent minimum floor level of the dwellings approved by the relevant Authority. In addition, it shall be no lower than the existing highway or otherwise from which access to the estate is gained, whichever is the lower. Finished carriageway levels/ flood flow path levels should be below the adjacent FFL's.

2. The Highway Authority will not accept water from privately owned areas being collected by highway drainage. Permeable paving is not considered an adequate intervention to prevent surface water discharging onto the adoptable highway for the lifetime of the development. Private infrastructure should therefore be designed to fall away from the highway, or positive intervention will be required.

3. Work shall not start on site until the Engineer has formally approved the Section 38 plans in writing. All Section 38 works shall be designed in accordance with this Specification. Any works commencing in advance of technical approval are undertaken entirely at the Developers liability.

4. All carriageways are to be cambered, unless expressly agreed in writing with the Engineer.

5. If the development is deemed to require an overland flood route in an exceedance event as part of its flood water mitigation strategy, then the permission to use any adoptable public highways for such a route must be gained before any submission for a Section 38 Agreement is made.

6. Where it is intended that the adoptable highway shall form part of an overland water conveyance route during an exceedance event, the roads to be used as such must be constructed to a traditional format, i.e. with carriageway and footways with full faced kerbs, except where accesses to properties are to be provided. Such roads must be cambered in accordance with Clause 1.01(4) of the Housing Estate Road Construction Specification.

7. The use of shared surfaces as part of an overland flood exceedance route will not be permitted and will preclude the adoption of the streets.

8. Where it is intended that the proposed adopted public highway shall form part of an overland water conveyance route, the roads to be used as such must have a continuous longitudinal fall of not less than 1:200 and shall contain no features such as speed tables etc., that will impede the free flow of the flood water.

9. The designer is referred to the required street gradients set out in Section 13.04; failure to achieve design compliant gradients may preclude the future adoption of the streets, and early dialogue with the Engineer is advised where it may be apparent that design compliant gradients may not be achievable.

10. During the construction phase it is the local authority's preference that all construction traffic shall use an internal separate haul road and not use the route of the estate roads. If this is not possible then the estate roads must be protected against damage, with an allowance for the additional standard axles generated from the construction HGV's which may impact upon its intended design life. Please refer to Sub-Clause 1.02 (1).

11. If the estate road is trafficked during the construction phase then the local authority will not adopt the finished carriageway until all construction movements have finished and reserve the right to reconstruct any areas that exhibit any form of defects.

12. The surface course shall only be applied after all construction work has been completed within that specific phase of the development, and all construction traffic has ceased to use the streets. If the developer chooses to install a surface course beforehand this can be undertaken on the understanding it will be a sacrificial layer and must be removed and replaced at the end of the construction phase.

1.02 Design of Construction Thickness

1. If the estate road is to accommodate site construction traffic, the following enhancements are required.

   (i) Trafficking of the sub-base foundation only – an additional 150mm of sub-base is required as a protective layer, this will then be trimmed back to the design sub-base thickness upon completion of the construction phase.

   (ii) Trafficking of the Binder Course – the overall finished pavement thickness must be increased to 300mm. The additional 60mm shall be incorporated into the Base layer.

2. Carriageway construction alternatives are shown in Appendices 1, 2 and 3.

3. A ground investigation for the proposed development shall be provided along the centreline of the proposed highway before any construction works to the proposed adopted public highway commence. The CBR tests the Developer shall carry out are detailed below. The minimum information for road design purposes must include soil classifications and in-situ moisture contents produced from the logs of bore holes or trial pits.

   a) Construction thickness is dependent on the equilibrium CBR values derived from the Plasticity Values from Table 2A - Design of CBR Values, at proposed formation level on the line of the road. The Developer shall determine these values and produce the required evidence with the preliminary plans submitted for approval.

   b) For all sites soil tests shall be carried out at a minimum of two tests per road along the centreline of the proposed adoptable public highway, the exact number and frequency to be agreed by the Engineer prior to commencement. The initial test shall be positioned at the entrance to the proposed development and the final test shall be placed at the end of the 'road' to be offered for adoption.

c) The required tests shall be taken at a depth of 500mm below the level of the proposed finished highway surface

d) On all sites the lowest CBR design value will be used to determine the construction depth (see Section 2). If the CBR designs values are concentrated in particular locations the Engineer may consider permitting the use of localised excavation depths in correlation to the measured values

e) If the Developer fails to undertake a regime of testing as detailed above the Engineer will consider any other results to be insufficient to derive a suitable CBR value and the whole site will have to be designed using a value of less than 2%

4. Where derelict sites, landfill areas, soft ground, buried structures, etc., are a feature of the development area, special design measures may be necessary and the Engineer's approval for the detailed design must be sought and obtained by the Developer prior to starting the Highway works.

5. All sampling and testing shall be performed in accordance with relevant current British Standards (or equivalent). Where appropriate, all laboratory results shall be reported on UKAS certificates.

1.03 Junction Design - Requirement for Safety Audit

1. Following the grant of planning permission and the accompanying Stage 1 Road Safety Audit, designs for new junctions on the public highway may be subject to Safety Audit at Stages 2 & 3. For continuity across the County, such Safety Audits should be carried out by Cambridgeshire County Councils Road Safety Engineering Team, on a submitted detailed design and specification in accordance with the latest DMRB document.

2. Applications for Section 38 Agreements for new roads incorporating junctions comprising right turn facilities, roundabouts or traffic signals must be accompanied by a formal request for a Stage 2 Safety Audit to be carried out by Cambridgeshire County Councils Road Safety Engineering Team, together with an undertaking by the Developer to pay the reasonable costs of the Council in executing this work. Third party Audits may be undertaken; however, such Audits will incur additional cost for internal review.

3. Any such costs are additional to the Agreement fee payable to the Council under the terms of the Section 38 Agreement and are payable within 21 days of the date of the final Safety Audit.

1.04 Mud etc., on the Highway

1. When any mud, clay or similar material has fallen or been deposited on a highway from a vehicle that has entered, left or serviced the development site it shall be removed from the highway completely, as soon as is reasonably practicable. The Developers attention is drawn to Sections 148 and 149 of the Highways Act 1980.

2. The person in charge of any vehicle shall not bring the vehicle, or cause it to be brought upon a highway, unless there has been removed from the wheels thereof as completely as is reasonably practicable all mud, clay, lime or similar material which is likely if not so removed, to cause obstruction, nuisance or danger to persons using the highway, or injury to the surface of the highway.

3. In order to achieve acceptable low levels of carriageway contamination the Developer will install suitable wheel washing or pressure washing facilities, the cost of this installing and operating the wheel washing will be borne by the Developer.

4. Suitable approved warning signs must be exhibited whilst works are in progress.

5. The Developer shall also ensure that all highway drains and ditches, roadside grips and other drainage features, are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein. If instructed by a representative of the Highway Authority all highway drains and ditches, roadside grips and other drainage features, shall be cleaned and made to flow freely with all due haste.

1.05 Prohibition of use of the Highway

1. The existing public highway must not be used as site roads or sites for stockpiling and storing plant, materials or equipment. The Developer shall be liable for the cost of reinstatement if any damage has been caused to the highway.

1.06 Notification of Emergency Telephone numbers

1. The Developer shall erect and maintain for the duration of the construction of the estate roads, a board or sign, within the site boundary, but clearly visible from the adopted highway, indicating the name and contact telephone number of a responsible person for the site. The named person and contact telephone number shall be available 24 hours a day, seven days a week, should the Engineer need to advise the Developer and/or Contractor of a serious or dangerous situation.

1.07 Preliminary Site Works

The developer is advised to contact Street Works Team at the earliest opportunity to discuss the booking of road space.

1. Following the issue of a Street Works licence to place apparatus in the highway, the Engineer must be given a minimum of five working days notice of the start of the highway construction works to arrange a suitable regime of inspection and must be

kept informed of the construction programme thereafter. Please note that on traffic sensitive routes at least 28 days notice is required before works may commence on site.

2. The work shall be carried out to the satisfaction of the Engineer, who shall have free access at all reasonable times to any part of the works.

3. During construction, the Developer may be required to prove the thickness and type of any material or layer if it has been covered prior to inspection - refer to Clause 24.01.2 of this specification.

4. The estate roads and visibility splays shall be laid and set out in accordance with the approved plan and maintained in this form until the relevant physical works are complete.

5. The new estate road, where it joins the existing public highway, shall have its bellmouth, footways and visibility splays constructed to finished surfacing levels prior to any other works taking place on the site. The existing carriageway surfacing shall be cut back to a clean vertical edge and the development constructed up to that edge. The surface course shall be overlapped by 300mm with the vertical joint receiving hot applied 40-60 pen bitumen, as shown on Appendix 11 – Stepped Construction Detail, unless otherwise agreed by the Engineers representative.

6. In the construction of shared surfaces, the Highway Authority encourages the Developer to use a sacrificial layer of a minimum of 80mm of bituminous base to provide a suitable running surface while permitting the installation of all connections to the public utility services that inevitably damage the bituminous construction of the highway. Such damage can lead to extensive and costly full depth reinstatements where a sacrificial layer has not been used.

1.08 Commuted Sums

1. The Highway Authority reserves the right to impose on a Developer a suitable commuted sum for extra costs associated with using materials within the adoptable public highway that do not form part of this specification, that result in a greater maintenance burden, or areas over and above those considered necessary for the effective operation of the highway.

2. Commuted sums shall be determined in accordance with the adopted County Council Policy.

1.09 General Construction Requirements

1. All materials and workmanship shall be in accordance with the appropriate British Standard/European Standard and SHW, current at the time of the appropriate S38 /S278 Agreement. All materials shall be kite-marked or produced within a defined quality assurance scheme unless otherwise approved by the Engineer.

2. The design of the works must be site specific.

3. Maintenance strips are utilised on shared surface access roads. All maintenance strips shall be a minimum of 0.48m wide and shall comprise of a paved surface. Utility easements may still be required in addition to the maintenance strips, where the maintenance strips shall not be used for the installation of services.

4. A sustainable approach to highway construction and the use of recycled products is encouraged. Such products should be utilised wherever it is possible to include them without compromising the quality of the finished works. Evidence of suitability for all recycled materials shall be provided to the Engineer prior to use. This approval process and any expansion of this specification will only be provided at the Developer's expense.

1.10 Surface Regularity and Tolerances

1. Surface Regularity - The regularity of the completed surfaces of estate road carriageways, cycleways and footways shall comply with the requirements of the following Table 1A.

Table 1A - Transverse and Longitudinal Straight Edge Measure

Highway Layer	Maximum deviation permitted under the appropriate straight edge
Surface Course Asphalt	Max 5mm under a 3m straight edge
Blockwork	Max 2mm difference in level between adjacent Blocks and max 6mm under a 3m straight edge
Footways & Cycleways	Max 3mm under a 1m straight edge

2. In addition, for estate road carriageways exceeding 40m in length and for lengths of cycleway, footway, footpath and shared surfaces exceeding 40m continuous length, without dropped kerbs intervening, then the following Table 1B shall also apply.

Table 1B - Longitudinal Rolling Straight Edge Measure

Irregularity	4mm	7mm	>10mm
Permitted max number of irregularities per 40m length	10	1	Nil
Permitted max number of irregularities per 75m length	18	2	Nil

3. At the discretion of the Engineer occasional trenches may be allowed. Cross trenches that are cut through any carriageway surface must be restored to coincide with the mean level of the immediately adjacent surface. All services must be installed prior to any asphalt being laid. Attention is drawn to the requirements of Section 5.0 - Backfilling Trenches and Appendix 11, Stepped Construction Detail.

4. The Developer shall set all fixed surface features, boxes and ironwork in the footway, cycleway or carriageway to coincide with the mean level of the immediately adjacent surface. Such fixing shall be done prior to the final wearing course.

5. Tolerances - The difference in level of a fixed surface feature and the immediately adjacent surface shall not exceed a tolerance of + or - 6mm except for those contained in Table 1C.

Table 1C – Tolerance for other fixed surface features

Kerb upstand	125mm +/- 5mm
Access way kerb upstand	25mm +/- 3mm
Vehicular crossing kerb upstand	25mm +/- 3mm
Pedestrian and Cycleway Crossing kerb upstand	6mm
Surface Adjacent to Gullies Surface Adjacent to PCC channels	-10mm to – 5mm +3mm to +6mm

6. For a Diagram of the Stepped Construction Detail, refer to Appendix 11.

2.0 DESIGN OF CARRIAGEWAY CONSTRUCTION

2.01 General

1. Appendices 1, 2 and 3 detail acceptable standard construction thickness for the permitted range of alternative base types and show the sub grades of various CBR's.

2. CBR values to be used for design are to be derived from plasticity index testing using samples from agreed appropriate depths and positions on site. Full test results including moisture content at test plasticity indices and materials classification must be submitted to support the claimed design CBR value, which shall be derived from Table 2A below.

Table 2A – Design of CBR Values

Soil Type	Plasticity Index from soil survey	Design CBR %
Plastic Clay	50 or greater	< 2
Silty Clay	40 - 49	2
Silty Clay	30 -39	3
Sandy Clay	20 – 29	3
Very Sandy Clay*	10 - 19	4
Very Silty Clay*	10 - 19	< 2
Silt	-	< 2
Sand (poorly Graded) (C.O.U. <10)	-	7
Sand (well graded) (C.O.U. >10)	-	10
Sandy Gravel (well graded) (C.O.U. >10)	-	15
Chalk	-	5

***** Plasticity Index between 10 – 19 may require a particle size distribution test, or a CBR of < 2 will be assumed. See Clause 2.01 (8)

3. If Plasticity Index Values are not available from soil survey and test data for the proposed site, a CBR of less < 2 shall be assumed for the design.

4. A soil assessment cone penetrometer (MEXE probe) may be used for on-site checks for soft areas. Alternatively, if available vehicle mounted in-situ CBR testing equipment may be used.

5. The MEXE probe and other in-situ methods will not be acceptable for establishing the Design CBR values, only for locating areas where the in-situ values may be lower than the agreed Design CBR value.

6. The total carriageway way thickness shall be at least 490mm inclusive of sub-base.

7. Concrete block paving within the proposed adopted public highway is generally restricted to use on shared surface areas. Where used it must be installed with one of the base options and the required sub-base as detailed in Appendix 3.

8. It is noted that Plasticity Indexes between 10 and 19 can be either a Silty or Sandy Clay with considerable differing design CBR values. To clarify which category is applicable, the Particle Size Distributions shall be provided, or worst case CBR will be assumed.

3.0 CONSTRUCTION AND EARTHWORKS MATERIALS

3.01 General

1. All materials used in the works shall comply with the relevant current British Standard/EN Specification and/or the current edition of the SHW.

2. The materials shall be to the approval of the Engineer and samples shall be submitted for approval if required. Free access shall be granted to the Engineer's Representative for sampling during the works. The Engineer may require independent testing of material at the Developers cost.

3. To avoid any future consolidation and settlement within the carriageway, the Engineer requires any Clay fill must be installed in accordance with the following standard end performance method:

   (i) The Clay Source must be tested to prove consistency by PI's and Moisture Contents and also undertake an Optimum Moisture Content / Maximum Dry Density test. This will result in a Fill Class in accordance with SHW Table 6/1. (It should be noted Site Stockpiles after a wet winter period are notoriously difficult to achieve consistent moisture levels despite being "sealed" [sealing is never totally effective] which then impacts onto the end products compliance)

   (ii) Once Classified above – the contractor needs to propose a standard method statement in accordance with SHW Table 6/4 i.e. Roller size, number of passes and layer depth to be approved by the Engineer.

   (iii) During installation each layer should be tested – initially by using a Hand-Held Shear Vane which should give minimum values of 50 kPa – this provides an early indication whether the material being placed is being fully compacted before placing any subsequent layers. Samples should also be taken to check the moisture content for consistency of supply.

   (v) In order to prove 95% compaction, the insitu density of each layer should be tested with at least 1 set of cores. If a suitable density gauge is proposed this can be used but must be calibrated weekly against a pair of extracted cores. The insitu density can then be compared against the Maximum Dry Density in (i) above.

(vi) In the case that the material has already been placed then the layers would have to retrospectively tested with using the above methods to prove that 95% compaction has been achieved.

3.02 Definition, Classification and General Use of Earthworks Materials

1. The following definitions of earthworks materials shall apply to this and other Clauses of the Specification in which reference is made to defined materials.

   a) 'topsoil' at the discretion of the Engineer the first 100mm of any grassed area may be considered topsoil otherwise all material from grassed areas and the like shall be deemed to be unacceptable material, this must conform to BS 3882:2015

   b) 'suitable material' shall comprise all that which is acceptable in accordance with the Specification for use in the works

   c) 'unsuitable material' shall mean other than suitable material

2. For the purpose of Table 3A - Earthworks Compaction as below, materials are grouped as follows

   a) 'cohesive soil' includes clays and marls with up to 20% of gravel or rock and having moisture content not less than the level of the plastic limit (determined in accordance with BS 1377 Part 2:1990) -4; chalk having saturation moisture content of 20% or greater

   b) 'well graded granular and dry cohesive soils' includes clays and marls with up to 20% of gravel or rock and having a moisture content not less than the level of the plastic limit (determined in accordance with BS 1377 Part 2:1990) -4, well graded sands and gravels with a uniformity coefficient exceeding 10 and chalk having a saturation moisture content of 15-20%

   c) 'uniformly graded material' includes sand and gravels with a uniformity coefficient of 10 or less and all silts and pulverised fuel ashes. Any soil containing 80% or more of material in the particle size range 0.06mm – 0.002mm will be regarded as silt for this purpose

Table 3A – Earthworks Compaction

Type of Compaction Plant	**Category**	**Cohesive Soils**		**Well Graded Granular and Dry Cohesive Soils**		**Uniformly Graded Material**	
Smooth wheeled Roller	Mass per meter width of roll Kg/m	D	N	D	N	D	N
	Over 2100kg up to 2700kg	125	8	125	10	125	10
	Over 2700kg up to 5400kg	125	6	125	8	125	8
	Over 5400kg	150	4	150	8	Unsuitable	
		D	N	D	N	D	N

Vibrating Roller	Mass per metre width of roll on a vibrating roller Kg/m		*		*		*
	Over 270kg up to 450kg	Unsuitable		75	16	150	16
	Over 450kg up to 700kg	Unsuitable		75	12	150	12
	Over 700kg up to 1300kg	100	12	125	10	150	6
	Over 1300kg up to 1800kg	125	8	150	8	200	10
	Over 1800kg up to 2300kg	150	4	150	4	225	12
	Over 2300kg up to 2900kg	175	4	175	4	250	10
	Over 2900kg up to 3600kg	200	4	200	4	275	8
	Over 3600kg up to 4300kg	225	4	225	4	300	8
	Over 4300kg up to 5000kg	250	4	250	4	300	6
	Over 5000kg	275	4	275	4	300	4
Vibrating Plate compactor	Mass per unit area of base plate Kg/sqm	D	N	D	N	D	N
	Over 880kg up to 1100kg	Unsuitable		Unsuitable		75	6
	Over 1100kg up to 1200kg	Unsuitable		75	10	100	6
	Over 1200kg up to 1400kg	Unsuitable		75	6	150	6
	Over 1400kg up to 1800kg	100	6	125	6	150	4
	Over 1800kg up to 2100kg	150	6	150	5	200	4
	Over 2100kg	200	6	200	5	250	4
Vibro-Tamper	Mass	D	N	D	N	D	N
	Over 50kg up to 65kg	100	3	100	3	150	3
	Over 65kg up to 75kg	125	3	125	3	200	3
	Over 75kg up to 100kg	150	3	150	3	225	3
	Over 100kg	225	3	200	3	225	3

D = Maximum depth of compacted layer N = Minimum number of passes

*** For twin-drum machines with both drums vibrating, halve the number of passes. If in doubt concerning machine-rating contact the Engineer**

3. The majority of small vibrating plate compactors do not comply with the minimum requirements of this table and are therefore not suitable of sub-base compaction.

4. Manufactures plant should be checked against the Type and Category columns to determine their suitability and performance and layer thickness.

5. The Developer shall only employ that plant which is suitable to the soils that are to be handled. The Developer shall take care to maintain the nature of the suitable material so that when it is placed and compacted it remains suitable in accordance with the Specification.

6. Any fill material used within 500mm of concrete structures or cement bound materials shall have a soluble sulphate content not exceeding 1.9g/lte when tested in accordance with clause 5 of BS1377-3:2018, unless special precautions to the approval of the Engineer are taken to protect the concrete or cement bound materials.

7. Where the excavation reveals a combination of suitable and unsuitable materials the Developer is advised to carry out the excavation in such a manner that the suitable materials are excavated separately for use in the Works without contamination by the unsuitable materials.

3.03 Definition, Classification and General Use of Sub-base Materials

1. Materials for use as sub-base shall comply with the requirements of Section 9.0 of this Specification.

2. The compaction of sub-base materials shall meet the requirements of Table 3B - Sub-base Compaction, below.

Table 3B – Sub-base Compaction

Type of Compaction Plant	**Category**	**Number of passes for layers not greater than:**	
Smooth wheeled Roller	Mass per meter width of roll Kg/m	110mm	150mm
	Over 2700kg up to 5400kg	16	Unsuitable
	Over 5400kg	8	16
Vibrating Roller	Mass per metre width of roll on a vibrating roller Kg/m	*	*
	Over 700kg up to 1300kg	18	Unsuitable
	Over 1300kg up to 1800kg	6	16
	Over 1800kg up to 2300kg	4	6
	Over 2300kg up to 2900kg	3	5
	Over 2900kg up to 3600kg	3	5
	Over 3600kg up to 4300kg	2	4
	Over 4300kg up to 5000kg	2	4
	Over 5000kg	2	3
Vibrating Plate compactor	Mass per unit area of base plate Kg/sqm		
	Over 1400kg up to 1800kg	8	Unsuitable
	Over1800kg up to 2100kg	5	8
	Over2100kg	3	8
Vibro-Tamper	Mass kg		
	Over 50kg up to 65kg	4	8
	Over 65kg up to 75g	3	6
	Over 75g	2	4

*** For twin-drum machines with both drums vibrating, halve the number of passes. If in doubt concerning machine-rating contact the Engineer**

3. The majority of small vibrating plate compactors do not comply with the minimum requirements of this table and are therefore not suitable of sub-base compaction.

4. Manufactures plant should be checked against the Type and Category columns to determine their suitability and performance and layer thickness.

3.04 Definition, Classification and General Use of Trench Reinstatement Materials

1. For the purposes of Table 3C below – Trench Reinstatement Compaction, materials are grouped as follows

   a) Granular materials
   b) Bituminous materials

   These materials shall be strictly to the specification and overall thickness stated in this Specification.

2. The compaction of the trench reinstatement materials shall meet the requirements of Table 3C - Trench Reinstatement Compaction Table, as below

3.05 Concrete Specifications

1. The requirements for the concrete grades shown in the Specification are for Class DS-1 conditions in accord with Table 2 of the BRE Special Digest 363 (2001). Where other than Class DS-1 conditions are encountered then the mix shall reflect the requirements of Table 2 of the above Digest. All concrete references relate to BS 8500:2015 +A2:2019.

2. Aggregates shall comply with BS EN 12620:2002+A1:2008 including the option to utilise all-in aggregates. The stated size shall be 20mm unless otherwise stated.

3. The ratio of the combined or all-in aggregate to the cement for the most basic mixes shall be not more than 1:8 by volume or 1:10 by mass. No account needs to be taken of bulking of materials.

4. The concrete shall be batched mixed to meet the requirements of the crushing strengths as detailed within this specification. The use of hand mixes will not be permitted in any works offered to the Highway Authority for adoption.

5. The as placed concrete shall be compacted by hand or mechanical vibration means.

6. The surface finish of the installed material shall comply with Clause 2602 S9 of the SHW.

7. The Engineer may require the Developer to undertake compressive strength testing of Standard and Prescribed mixes. When testing is required, the strength target shall be as signified by the grade of concrete being assessed. In such circumstances all testing shall be in accordance with the relevant sections of BS1881.

Table 3C - Trench Reinstatement Compaction

Compaction Plant and Weight Category	Cohesive Materials (Less than 20% granular content)			Granular Materials (Greater than 20% granular content)			Bituminous Materials (All bituminous materials and asphalt)			
	Compaction passes required/Layers of compacted thickness up to:			Compaction passes required /Layers of compacted thickness up to:			Compaction passes required /Layers of compacted thickness up to:			
	100mm	150mm	200mm	100mm	150mm	200mm	40mm	60mm	80mm	100mm
Vibro Tamper 50kg minimum	4	8*	Unsuitable	4	8*	Unsuitable	5**	7**	Unsuitable	Unsuitable
Vibrating Roller										
600-1000 kg/m twin drum	Unsuitable	Unsuitable	Unsuitable	6	Unsuitable	Unsuitable	5	7	Unsuitable	Unsuitable
1000-2000 kg/m twin drum	8	Unsuitable	Unsuitable	6	Unsuitable	Unsuitable	6	Unsuitable	Unsuitable	Unsuitable
2000-3500 kg/m single drum	4	8	Unsuitable	3	6	Unsuitable	4	5	6	8
2000-3500 kg/m single drum	3	6	Unsuitable	3	5	7	5	7	8	Unsuitable
Over 2000 kg/m twin drum	2	3	5*	2	3	4	3	4	4	6
Over 2000 kg/m twin drum	2	2	6*	3	4	6	4	6	7	Unsuitable
Vibrating Plates										
140-1800 kg/sq m	Unsuitable	Unsuitable	Unsuitable	5	Unsuitable	Unsuitable	6	Unsuitable	Unsuitable	Unsuitable
Over 1800 kg/sq m	3	6	Unsuitable	3	5	7	4	5	6	8
Notes: Single drum indicates vibration on one drum only. Twin drum requires vibration on both drums. Twin drum rollers are preferred for bituminous materials.	Minimum layer thickness 75mm. * These options are not allowed for use on wholly cohesive materials, i.e. pure clay and/or silt containing no particle greater than 75 microns			Minimum layer thickness 75mm			Compaction should be discontinued if any distress to the material is noticed. ** A Vibro-tamper shall not be permitted for the compaction of the permanent surface course applied to trenches of greater than 500mm width			

Alternative plant for trenches less than 200mm width, small excavation and other areas of restricted access.			
Vibro-tamper 25 kg minimum	6 passes minimum	6 passes minimum	6 passes minimum
Percussive Rammer 10 kg minimum	Maximum layer thickness 100mm	Maximum layer thickness 100mm	Maximum layer thickness 75mm

3.06 Mortar Specifications

1. Mortar used in below ground applications shall be composed of Sulphate Resisting Portland Cement or an equivalent sulphate resisting blend as defined within BS8500:2015+A2:2019, and naturally occurring sand complying with the requirements of BS EN 13139:2002.

2. The ratio of cement to sand shall be 1:3 by volume. The incorporation of lime to form a mix 1:3:0.25 is optional (cement: sand: lime). Allowance shall be made for bulking of the sand in mortars, where Class M12 is acceptable.

3. The mortar shall be mixed by machine to a uniform colour and consistency, with the constituent materials being accurately gauged.

4. Mortar shall be made in small quantities only as and when required. Mortar that has begun to set or which has been mixed for more than two hours shall be discarded. No addition of water is permitted for any material after discharge from the mixer.

5. When gullies, manholes and the like are to be trafficked within a period of less than seven working days, then rapid set additives must be used to achieve a rapid set suitable for the work to be progressed.

4.0 EXCAVATION AND FILLING

4.01 Soil and over burden Strip

1. All turf, topsoil and other organic and unsuitable material shall be stripped from the site of all carriageways, cycleways footways and below embankments or where directed to a minimum depth of 150mm and a maximum depth as required.

2. If required as part of the Section 38 or Section 278 works the topsoil material shall be stacked to a maximum height of 2m and kept separately from other excavated or imported materials.

3. No material shall be deposited within 5m of any tree or as directed if a Tree Preservation Order (TPO) is in place.

4.02 Excavation to Formation

1. The area of the proposed works shall be excavated to formation level and any unsuitable material exposed shall be removed and replaced with approved suitable granular material to Clause 4.06.

2. Where an existing ditch falls below the proposed works it shall be thoroughly cleared of all vegetable matter, topsoil and other unsuitable material. The treatment of such a ditch will be considered on a site-by-site basis but refer to clause 4.03.2 below.

3. Drainage of the sub-grade needs to be considered for all estate road designs – refer to Section 8.0.

4.03 Areas Below Formation

1. Areas below formation level after removal of turf and topsoil and other organic and unsuitable materials shall be made up with approved suitable fill material that must be of a consistent type (refer to Section 2.0), subject to clause 4.03.4.

2. Any filling of any ditch, dyke or the like, that is to form part of the works to create an adopted public highway shall be approved by the appropriate District Council, Internal Drainage Board or the Environment Agency. Before any works commence the Developer will provide written approval for such filling to the Engineer.

3. Either material to clause 4.06 or Type 1 or Type 2 material shall be used to backfill and for infill of isolated deep pockets such as old sumps, basement voids, etc., unless an alternative method is agreed in writing by the Engineer. Any vertical walls shall be broken out to below formation level and disposed of outside the limits of the adoptable Highway, subject to clause 4.03.4.

4. Where filling of areas liable to flooding is required, the Developer will need to provide a full method statement and detailed specification of such works to the Engineer for approval. The submission must also contain all the necessary approvals from the relevant bodies agreeing that these works can be undertaken.

4.04 Forming Areas of Fill

1. All materials for replacement or making up to formation level in accordance with the above requirements shall be deposited in layers and each layer thoroughly compacted in accordance with Table 3A – Earthworks Compaction.

2. Where the formation of, or extension to an existing embankment is required as part of the works the Developer will need to provide a detailed specification of such works to the Engineer for approval. The submission must also contain all the necessary approvals from the relevant bodies agreeing that these works can be undertaken.

3. Where the widening to existing carriageways on embankments is required as part of the works the Developer will need to provide a detailed specification of such works to the Engineer for approval. The submission must also contain all the necessary approvals from the relevant bodies agreeing that these works can be undertaken.

4.05 Areas Liable to Flooding and Suitable Granular Material

1. Where filling of areas liable to flooding is required, the developer will need to provide a detailed specification of such works to the Engineer for approval. The submission must also contain all the necessary approvals from the relevant bodies agreeing that these works can be undertaken.

4.06 Granular Material Backfill

1. Approved suitable granular backfill material shall include the following characteristics:

    a) 10% fines value must exceed 40kN tested on a soaked basis in accordance with BS812-111:1990
    b) Maximum particle size not to exceed 63mm
    c) Generally well-graded (coefficient of uniformity >10) and with not more than 10% passing 63um sieve
    d) The material shall not contain any clay lumps or any other foreign matter

2. Alternatively Type 1 or Type 2 sub-base may be used.

4.07 Geotextiles

1. Where fill is placed in areas below formation a suitable geotextile will be incorporated between any Clay formation and Fill material to facilitate construction but note the requirements in clause 1.02.3.

2. The cutting of the geotextile after placement shall be kept to a minimum. If cutting is unavoidable all the underlying sub-formation must be fully covered with any joints being overlapped by at least 300mm.

3. The use of geotextile membranes must comply with clause 7.03 and shall apply to all adoptable works including footways/ footpaths, cycle ways and cycle paths (excluding adoptable grass in visibility splays).

5.0 BACKFILLING TRENCHES

5.01 Backfill Materials

1. All trenches under the proposed adopted public highway shall be backfilled with a suitably compacted material that shall include the following characteristics:

    a) 10% fines value must exceed 40kN tested on a soaked basis in accordance with BS812-111:1990
    b) Maximum particle size not to exceed 63mm
    c) Generally well-graded (coefficient of uniformity >10) and with not more than 10% passing 63um sieve
    d) The material shall not contain any clay lumps or any other foreign matter

2. Alternatively Type 1 or Type 2 sub-base may be used.

3. Where the crown of any pipe or duct is with 1.2m of the proposed surface of the adopted public highway the pipe or duct shall be protected with a concrete pipe surround constructed in accordance with clause 16.03.

6.0 WEATHER CONDITIONS

6.01 Earthworks Operations

1. Subgrade drainage shall be incorporated as required in Section 8.0.

2. Continued working in wet conditions will adversely affect the subgrade and sub-base. If these materials have deteriorated due to trafficking or to ingress of water or the like, they shall be removed and replaced as necessary with new Type 1 sub-base material to clause 9.02.

3. No material in a frozen condition shall be incorporated in the works.

6.02 Construction

1. Material for use in construction shall not be laid on any surface, which is frozen or covered with snow, ice or frost.

2. **Table 6A - Adverse Weather Requirements for Bituminous Materials**

Material	Commence Working Air Temp	Additional Requirements	Cease Working Air Temp
Asphaltic Concrete to BS EN 13108-1	-1ºC & rising	Ground unfrozen and free from ice	0ºC & falling
Base and Binder course to BS EN 13108-4	-1ºC & rising	Ground unfrozen and free from ice	0ºC & falling
All surface courses	-1ºC & rising	Ground unfrozen and free from ice	0ºC & falling

3. Still air shall be defined as that moving at less than 10Km/h when measured with an anemometer located 2m above the surface of the area to be surfaced. All laying shall cease when the wind speed reaches 40Km/h and above.

4. No bituminous material shall be laid during periods of rain, that are predicted to last more than two hours or when more than 1mm/hr falls.

5. Minimum rolling temperatures are set out in the following Tables:

Table 6B– Asphalt BS EN 13108-4 & 5 (also SMA/CASC)

	Type	Temperature (Centigrade)
Maximum at any stage	40-60 pen bitumen Surface Course/Binder/Base CASC PMB	 190 185
Minimum Delivery * **	40-60 pen bitumen Surface Course Binder/Base CASC PMB	 140 120 150
Minimum Rolling# **	40-60 pen bitumen all courses CASC PMB	85 100
	#Temperatures by which all compaction shall be substantially completed	

* At or near these temperatures the supplier should be requested to increase the delivery temperature in accordance with BS 594987: 2015.+ A1:2017
** If warm mix asphalt is to be used please see Table 6D

Table 6C – Dense / Close Graded asphaltic concretes BS EN 13108-1

	Type	Temperature (Centigrade)
Maximum at any stage	40-60 pen bitumen Macadam	190
Minimum Delivery * ***	40-60 pen bitumen Macadam	120
Minimum Rolling ***	40-60 pen bitumen Macadam **	105
	Temperatures immediately prior to rolling	

** This temperature is dependent on adoption of minimum layer thickness in accordance with table 6A BS 594987, 2015 + A1:2017.
*** If warm mix asphalt is to be used please see Table 6D

Table 6D - Warm Mix asphalt specification (WMA).

Guidance Table for production and laying WMA temperatures

Material Type	Binder Grade (Pen)	WMA Temperature Ranges (°c)				
		Target	Minimum	Maximum	Minimum on arrival	Minimum prior to rolling
Asphalt Concrete	40 / 60 100 / 150 *PMB (see **)*	140 - 150	120	160	100	80
SMA S/C	40 / 60 100 / 150	140 - 150	120	160	105	90
CASC plus *(see Note 1)	PMB	145 - 160	130	170	120	115
Any Proprietary Mixes	PMB	To be advised by the supplier - See Note 2 Below				

Notes

Note 1 * - CASC plus (+) shall only be laid within these ranges when the ambient temperature is 5°c or above and the wind speed is below 40 km/h (at 2m height). If either of these parameters are exceeded, then the supply temperature shall default back to conventional Hot supplied levels.

Note 2 ** – Any other materials containing a PMB binder shall be subjected to the same parameters as those set out within CASC + above. For PMB HRA or AC Binder Course or Base materials to be agreed with supplier.

Specification

The reduction of asphalt temperatures is the preferred method of manufacture all asphalt mixes unless otherwise agreed with Cambridgeshire County Council or recommended otherwise by the asphalt supplier, (please see note about the use of Polymer Modified asphalt mixes in winter or colder periods).

The asphalt mixes themselves will remain the same in respect of their constituents and any end performance requirements, but the temperature shall be reduced by using either an agreed foaming process, or a proven chemically modified binder.

Please note that Table 6D is purely for guideline purposes with the final decision on the day for end mixing, delivery, and compaction temperatures being solely with the asphalt manufacturer and material supplier.

Warm Mix Asphalt Overview

Traditionally asphalt materials have been mixed and supplied at temperature ranges typically between 170°c and 190°c. At these maximum mixing temperatures, it was felt that materials could be mixed, transported and laid on site whilst containing adequate mobility in order for full compaction to take place.

It was also felt that by keeping temperatures under 200°c this would stop the binder becoming “coked” or “burnt” and as such not becoming brittle.

It is also accepted that most of the “oxidation” process of the asphalt mixes, which also hardens the bitumen, takes place during the mixing, transporting and laying processes when the asphalt is exposed to oxygen at these elevated temperatures.

In order to reduce the oxidation process, over the recent decade’s various attempts have been made to reduce the temperature of asphalt mixes using differing types of foaming processes and more recently with the advent of chemically modified bitumen’s. Having now obtained significant experience nationally within the developments in manufacturing technologies there is a high level of confidence that asphalts can be produced at lower temperatures whilst still maintaining a compliant end product. By producing asphalt in a reduced temperature mode there are benefits to be gained which are outlined below.

Benefits of Reducing Asphalt Temperatures:

- Significant reduction of carbon emissions both at the supplier’s plant and during the laying process. These also have the benefit to the supplier of lower energy consumption (fuel) at the plant.

- Reduction in oxidation process resulting in the bitumen retaining its original penetration and not suffering from the initial hardening process which causes a loss of some of the asphalts volatiles.

- Improved durability and potential design life of Asphalts due to the reduction in hardening / oxidation.

- Reduction in the amount of smoke / fumes generated by hot asphalts – benefits to both the workforce in general and pedestrians in urban locations.

- Earlier trafficking of laid materials due to lower temperatures.

- The ability to lay 2 layers in one shift in order to speed up programmes and reduce disruption to local traffic / residents. This would also reduce the environmental impact of queuing traffic where traffic signals are used or unnecessary mileage where traffic is diverted.

- Extended shift patterns due to improved cooling times which permits a greater tonnage to be laid.

6. Roadworks materials containing cement shall not be laid when the air temperature in the shade is below 3°C on a rising thermometer.

7. Where fresh concrete or mortar containing Portland cement CEM 1, has been placed in the works and the temperature falls or is likely to fall below freezing within a period of up to 48 hours after placing, suitable insulation blankets shall be employed and held in place for at least three days and until the air temperature is above 1°C and rising. Insulation blankets shall be closed cell polyethylene foam sheets minimum 10mm thick with a 'U' value of 4 watts/mC or suitable material with an equivalent or better thermal capacity. The Developer must be aware that the incorporation of additives or cement replacements may retard early strength development. Where this is the case care must be taken to ensure damage does not occur after the initial 48hr period.

7.0 PREPARATION OF FORMATION

7.01 Shaping and Compaction

1. After reinstatement of any defective areas, the formation shall be cleansed of mud, slurry and any detritus prior to being compacted as per Table 3A – Earthworks Compaction. The resulting profile shall be properly shaped, even and uniform surface to a level appropriate to the approved design thicknesses in accordance with Section 2.0 and Appendices 1, 2 and 3.

2. Any depressions that occur during compaction shall be filled with a suitably compacted material that shall include the following characteristics:

    a) 10% fines value must exceed 40kN tested on a soaked basis in accordance with BS812-111:1990
    b) Maximum particle size not to exceed 63mm
    c) Generally well-graded (coefficient of uniformity >10) and with not more than 10% passing 63um sieve
    d) The material shall not contain any clay lumps or any other foreign matter

3. Alternatively Type 1 or Type 2 sub-base may be used.

7.02 Weather Protection

1. The formation shall be adequately protected from the weather and shall not be used by construction traffic. It shall be covered as quickly as possible with sub-base.

2. The subgrade shall be drained as necessary in accordance with Section 8.0.

7.03 Geotextiles Requirement

1. If the equilibrium CBR of the formation is less than 5% or the formation is formed within a cohesive material, a separating membrane with the properties set out below shall be laid on the prepared formation in accordance with the manufacturers' instructions.

2. The separating membrane shall extend 300mm further than the limits of the kerb beam and comply with SHW specification Clause 609 subject to:

a) The 090 shall be greater than 50 and less than 200 (BS EN IOS 12956: 2020)
b) The minimum tensile strength in each direction shall be 6kN/m (BS EN ISO 10319: 2015)

8.0 DRAINAGE OF SUBGRADE

8.01 General

1. On all site's measures must be installed that will maintain ground water at more than 300mm below formation level. The requirement for subgrade drainage may only be waived after ground investigations have been undertaken which can prove to the Engineer that it is not necessary. The subgrade drain-pipes must be run to an approved outfall. Refer also to Section 1.01.

8.02 Alternative Provision

1. Where sub-grade drainage has been found to be necessary, but a practical design is not possible then, separating membranes shall be placed above and below an additional 150mm of Type 1 that is to be installed below and extra to the depth of construction required by the Plasticity Index.

9.0 CARRIAGEWAY FOUNDATION

9.01 General

1. Refer to Section 2.0 and Appendices 1, 2 and 3 for design depths of construction.

2. Sub-base materials shall be spread evenly on the formation in layers of a depth of not more than 150mm compacted thickness and compacted in accordance with the requirements of Table 3B – Sub-base Compaction, at a moisture content in the range optimum - 2% or + 1% and without drying out or segregation.

3. The full thickness of the sub-base shall be continued for a distance of 300mm beyond the limits of any kerb beam.

4. The Environment Agency shall be consulted over the use of any material that may contain contaminants and which could generate an unacceptable leachate.

9.02 Sub-Base Materials

1. SHW Clause 803 Granular Sub-base Material Type 1 shall be used for Distributor Roads/ bus routes, and housing estate roads at the Developers discretion. The material shall comply with the full requirements of SHW Clause 803 Granular Sub-base Material Type 1 including acceptable secondary and recycled aggregates, only with the Engineer's approval.

2 For housing estate roads only, Housing Estate Road Sub-base (HER) may be used as an alternative. See table 9A below.

Table 9A - Housing Estate Road Sub-base (HER)

BS sieve size	Range of grading % by mass passing
63mm	100
31.5mm	74 - 100
16mm	44 - 80
8mm	30 - 65
4mm	18 - 42
2mm	13 - 35
1mm	8 - 28
0.250mm	0 - 18
0.063mm	0 - 9

3 The material shall be crushed rock, slag, crushed concrete or other approved material. It shall be well graded and lie within the grading envelope in Table 9A.

a) In the above table the particle size shall be determined by the washing and sieving method of BS EN 933: Part 1: 2012

b) The material passing the 425um BS sieve when tested in accordance with BS 1377-2:1990 shall be non-plastic

c) The material shall have a soaked 10% fines value of 40kN or more when tested in accordance with BS 812-111:1990.

4. Copies of compliant test data in accordance with clause 9.02 undertaken by a UKAS accredited laboratory must be submitted to the Engineer prior to material being delivered to site. All test data must have been undertaken within the prior 12 weeks.

5. Acceptance of the foundation layer (sub-base) will be based upon an end product performance testing regime. The Developer is required to undertake lightweight deflectometer testing (LWD) to ensure a minimum foundation surface modulus stiffness value is achieved prior to the placement of any subsequent asphalt layers.

6. The LWD to be used must comply fully with BS 1924:2018 Part 2 Clause 9.2. It should also be pointed out that is a requirement of Clause 9.2.7 (within BS 1924:2018 Part 2) that correlation testing for all LWD's must be undertaken in accordance with one of the 2 options listed within the British Standard.

7. It should be noted that the Highway Authority still reserves the right to use the surface modulus stiffness values in conjunction with their own engineering experience in order to make a final decision on acceptability of the foundation layer.

8. In order to achieve these minimum surface modulus stiffness values the sub-base material will have to be supplied, installed and compacted at somewhere near the optimum moisture content value in accordance with clause 9.02 above. It is also worth noting that any segregation may result in failures. Please note that once the sub-base has been delivered to site the control of the moisture content becomes the responsibility of the Developer.

9. Foundation Layers: Dynamic Plate Testing Methodology

a) The main function of the foundation layers within a highway design is to distribute applied vehicle loads to the underlying sub-grade, without causing distress in the foundation layers or in the overlaying layers. This function is required for the full life of the pavement.

b) In order to demonstrate that the foundation layer have been correctly installed as per this specification, the Highway Authority will require that prior to the laying of any bound materials that a series of Dynamic Plate Tests be undertaken, to ascertain the Foundation Surface Modulus. The Testing protocol shall conform to the requirements of BS 1924:2018 Part 2 Clause 9.2. In order to maintain comparative continuity of testing and ensure a standardised approach throughout all developments, the LWD shall have a standard 300mm plate diameter, standard drop weight of 10kg and standard target stress of 100 kPa.

c) The tests must be carried out using the following procedure:

i. The testing must be undertaken a maximum of 5 working days before the laying of the bound layers. If adverse weather conditions prevail, the sub-grade is trafficked or other actions that may affect the performance of the material occur between the taking of the tests and the laying of the bound layers the Highway Authority reverses the right to instruct that the tests be carried out again. In order to give the Developer the maximum amount of time available to remediate any potential defects, the LWD test house must indicate to the Developer and the Engineer any potential failures whilst on site. The test house is not required to offer any contractual remediation advice to the Developer or their sub-contractors.

ii. The spacing of the tests shall be as follows:
   a. On lengths of less than 100m tests shall be taken every 5m
   b. On lengths of 100m and above tests shall be taken every 10m
   c. Tests shall be taken between these lengths when reasonably requested by the Highway Authority's representative

iii. Testing shall take the form of three test points, one 1m from the kerb face, one at the centreline of the carriageway and one at 1m from the opposite kerb face, (see Appendix 24).

iv. The contractor must carefully record the location of all plastic ducts etc., as these may adversely affect the testing regime.

d) In order to comply with the requirements of the Highway Authority the test results shall be for a for the Foundation Surface Stiffness Modulus and shall be the rolling mean of six results which must be greater than 80MPa. For the avoidance of doubt: 80MPa is the lowest limit that the Highway Authority will accept and any measurement below this figure will have failed the test. No individual result is to be less than 50MPa.

On all LWD test results a copy of the latest calibration certificate including reference to an annual calibration exercise noted within sub-clause 9.02 (6) must be attached. These must be within 1 year of the machine being used on site used otherwise the test results will be deemed non-compliant.

All test results must have a test location, the recorded force (or pressure), and the deflection as a minimum for each of the 3 readings used at each test location.

The same LWD one of the approved test houses must be used for each section of sub-base to be tested with their results being definitive and cannot be challenged by the Developer. The contractor is not permitted to utilise differing LWD's on the same section as there is a possibility of result variations depending upon variations within locations, material properties and moisture contents, hence the local authority requires numerous readings and will take a compliance view on overall trends.

Table 9B: Compliance Table

Machine Type	Minimum Individual Readings (MPa)	Minimum Rolling mean of 5 results (MPa)
BS 1924:2018 Part 2 compliant	50	80

e) Testing will also be required in accordance with 8 c) iii above, where trenches are retrospectively constructed for services across the carriageway.

f) For ease of reference a list of companies that are able to undertake the Dynamic Plate Tests can be provided by the Engineer upon request.

10.0 CARRIAGEWAY BASE LAYERS

10.01 General

1. Refer to Section 2.0 and Appendices 1, 2 and 3 for design depths of construction.

2. Consideration must be given for all Bituminous Base materials to be supplied in Warm Mix mode as this is now the preferred method specified by Cambridgeshire County Council. Please refer to Clause 6.02 and Table 6D for further information.

3. Bituminous materials shall be machine laid. Where agreed with the Engineer, hand laid materials may be used but shall be restricted to small areas. It should be noted that the use of tack coat (conventional bitumen emulsion) is no longer permitted as it is no longer considered best practice. Bond Coats should now be used and must be applied in accordance with BS 594987:2015+A1:2017 or the rate set out in the BBA/HAPAS certificate for proprietary materials. The application requirements of Clause 920, Volume 1 of SHW must also be applied. Bond coats shall have a suitable BBA/ HAPAS certificate detailing the performance claims made for them. For certificates see the BBA website: www.bbacerts.co.uk

4. All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 594987: 2015 + A1:2017.

5. Any bituminous layer shall be kept clean and uncontaminated for so long as it remains uncovered by succeeding layers or surface treatment. All bituminous layers to be surfaced over, once cleansed appropriately must be sprayed with a suitable bituminous bond coat. This will be completed immediately prior to the laying of additional Base layers. For continuous laying works a bond coat shall be applied by the use of metered mechanical spraying equipment. Hand held sprayers shall only be used for very small scale works and in accessible areas and with the approval of the Engineer. Should the layer become contaminated, the Developer shall make good by thoroughly cleaning it to the satisfaction of the Engineer or, if this proves impracticable, the Developer will replace it with material to the appropriate Specification. Should the layer be damaged it shall be removed and replaced with material to the appropriate specification. See section 24.01 for further guidance.

6. The combined thickness of base and binder material shall be no less than 190mm. A maximum thickness at which any material shall be laid shall not exceed 100mm.

7. No laying of bituminous materials shall commence prior to any service installation being completed within the carriageway.

10.02 Material - Dense Asphaltic Concrete

1. The base layer materials shall be Dense Asphaltic Concrete. The materials formulation and compaction standards shall be such as to ensure individual in situ air voids are more than 2% but less than 7%.

2. Consideration will be given to Developers wishing to use material containing recycled products subject to the approval of the Engineer.

3. The material shall be AC 20 dense bin to BS EN 13108-1 and PD 6691. It shall be thoroughly compacted all in accordance with BS 594987: 2015 + A1:2017. Binder to be 40 - 60 pen. AC 20 dense bin can be placed in one layer of 100mm when a roller of at least 8 tonne dead weight or vibratory roller of equivalent mass is available. The supplied material must be compacted in accordance with BS54987: 2015 + A1:2017. Refer to clause 11.01.7.

4. Where a gravel aggregate is proposed a suitable design confirming the proposed adhesion additives shall be submitted. Proof shall be provided to show that the proposed mixture has been successfully laid and trafficked elsewhere.

5. If Gravel is to be used proof shall be provided to show that the mixture has been subject to the SHW Clause 929 design process and that it has been successfully laid and trafficked elsewhere.

6. Guidelines for delivery and rolling temperatures for Dense Asphaltic Concrete base layer are given in Section 6.0.

11.0 CARRIAGEWAY BINDER COURSE LAYER

11.01 General

1. Refer to Section 2.0 and Appendices 1, 2 and 3 for design depths of construction. Where the Binder course layer is to be trafficked, the binder content shall be enhanced.

2. Consideration must be given for all Bituminous Binder Course materials to be supplied in Warm Mix mode as this is now the preferred method specified by Cambridgeshire County Council. Please refer to Clause 6.02 and Table 6D for further information.

3. Permitted materials on housing estate and distributor roads are as specified in clause 11.02.

4. Bituminous materials shall be machine laid. Where agreed with the Engineer, hand laid materials may be used but shall be restricted to small areas. All materials to be supplied laid and compacted in accordance with BS594987:2015+A1:2017. It should be noted that the use of tack coat (conventional bitumen emulsion) is no longer permitted as it is no longer considered best practice. Bond Coats should now be used and must be applied in accordance with BS 594987:2015+A1:2017 or the rate set out in the BBA/HAPAS certificate for proprietary materials. The application requirements of Clause 920, Volume 1 of SHW must also be applied. Bond coats shall have a suitable BBA/HAPAS certificate detailing the performance claims made for them. For certificates see the BBA website: www.bbacerts.co.uk

5. All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 594987:2015+A1:2017

6. Any bituminous layer shall be kept clean and uncontaminated for so long as it remains uncovered by succeeding layers or surface treatment. All bituminous layers to be surfaced over, must be sprayed with a suitable bituminous bond coat. This will be completed immediately prior to the laying of the Binder Course materials. For continuous laying works a bond coat shall be applied by the use of metered mechanical spraying equipment. Hand held sprayers shall only be used for very small scale works and in accessible areas and with the approval of the Engineer. Should the layer become contaminated, the Developer shall make good by thoroughly cleaning it to the satisfaction of the Engineer or, if this proves impracticable, the Developer will replace it with material to the appropriate Specification. Should the layer be damaged it shall be removed and replaced with material to the appropriate specification. See also 24.01 for further guidance.

7. No laying of bituminous materials shall commence prior to any service installation being completed within the carriageway.

8. The combined thickness of base and binder material shall be no less than 190mm. A maximum thickness at which any material shall be laid shall not exceed 100mm.

11.02 Material – Dense Asphaltic concrete

1. The material shall be AC 20 dense bin to BS 13108-1 and PD6691 and laid 65mm thick. It shall be laid and thoroughly compacted all in accordance with BS 594987: 2015+A1:2017. Binder to be 40 - 60 pen. The materials formulation and compaction standards shall be such as to ensure individual in situ air voids are more than 2% but less than 7%

2. Where a gravel aggregate is proposed a suitable design confirming the proposed adhesion additives shall be submitted. Proof shall be provided to show that the proposed mixture has been successfully laid and trafficked elsewhere.

3. If gravel is to be used proof shall be provided to show that the mixture has been subject to the SHW Clause 929 design process and that it has been successfully laid and trafficked elsewhere.

4. Guidelines for delivery and rolling temperatures for Dense Asphaltic concrete Binder Course layer are given in Section 6.0.

12.0 CARRIAGEWAY SURFACE COURSE

12.01 General

1. Consideration must be given for all Bituminous Surface Course materials to be supplied in Warm Mix mode as this is now the preferred method specified by Cambridgeshire County Council. Please refer to Clause 6.02 and Table 6D for further information.

2. Bituminous materials shall be machine laid. Hand laid materials may only be used where restricted to small areas and when agreed with the Engineer. All materials to be supplied laid and compacted in accordance with BS 594987:2015+A1:2017. It should be noted that the use of tack coat (conventional bitumen emulsion) is no longer permitted as it is no longer considered best practice. Bond Coats should now be used and must be applied in accordance with BS 594987:2015+A1:2017 or the rate set out in the BBA/HAPAS certificate for proprietary materials. The application requirements of Clause 920, Volume 1 of SHW must also be applied. Bond coats shall have a suitable BBA/HAPAS certificate detailing the performance claims made for them. For certificates see the BBA website: www.bbacerts.co.uk

3. All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS594987:2015+A1:2017. All surface course layers to be surfaced over must be sprayed with a suitable bituminous bond coat. For continuous laying works a bond coat shall be applied using metered mechanical spraying equipment. Hand-held sprayers shall only be used for very small scale works and in accessible areas and with the approval of the Engineer

4. No laying of bituminous materials shall commence prior to any service installation being completed within the carriageway.

5. The combined thickness of bound material shall be as shown in Appendices 1, 2 & 3

5. The following material and depth options for carriageway surface course construction are permitted.

   Appendix 1 - the material shall be: 50mm Cambridgeshire Asphalt Surface Course Plus (CASC+), clause 12.02 refers

   Appendix 2 - the material shall be: 40mm Stone Mastic Asphalt (SMA) 6mm surf to BSEN13108-5, clause 12.03 or 12.04 refers.

   Appendix 3 – the material shall be: Concrete Block Paving, clause 12.05 refers.

6. On roundabouts and within 60m of junction areas or abutting existing highways, then the material is to be individually agreed with the Engineer

7. Surfacing courses shall have the following minimum PSV's:

   a) For Housing Estate and Distributor Roads - PSV 50

b) On or within 60m of junctions of Principle, Non-principle, Classified (Class A, B &C) roads - PSV 60

c) On or within 60m of roundabouts - PSV 65

8. Guidelines for delivery and rolling temperatures are given in Section 6.0.

9. Alternative materials may be considered where the Developer can produce proof of its successful use elsewhere. Producer's technical information shall be provided and prior written approval for its use shall be obtained from the Engineer.

10. Crossfalls to carriageway shall be 1 in 36.

12.02 Cambridgeshire Asphalt Surface Course Plus (CASC+)

1. The aim is to provide a dense, impermeable, and durable surface course which contains a negative texture depth generally compliant to the requirements of a 10mm Thin Surface Course within IAN 154/12 amended. See Table 12C below. It should be noted to avoid any confusion, that the CASC+ variant must contain a polymer modified binder compliant with sub-clause 11.

2. Cambridgeshire Asphalt Surface Course Plus (CASC+) whilst being a proprietary material shall generally comply with the requirements of BS EN 13108 Bituminous mixtures - Material specifications Part 5, and PD 6691 Guidance on the use of BS EN 13108. CASC+ shall be transported handled and laid in accordance with the requirements of BS 594987:2015 + A1:2017

3. Polished Stone Value – Coarse aggregates shall have a minimum PSV of 53 unless otherwise specified by the Engineer after reference to CD236 table 3.3a. Minimum PSV for all footway surface course material shall be 45.

4. Resistance to Fragmentation – Category $LA_{30,}$ or as otherwise agreed by the Engineer.

5. Aggregate abrasion Value – for carriageway material, not more than 12, or as otherwise agreed by the Engineer, after reference to HD36/06 table 3.2

6. Durability (Water Absorption) – Category WA_{24} or as otherwise agreed by the Engineer.

7. When tested in accordance with the procedures in BSEN 13043, the fine aggregate shall comprise crushed rock, crushed slag fines or natural sand.

8. The use of limestone and any other material that does not comply with the minimum PSV requirements specified shall not be permitted as coarse and fine aggregates in CASC+ surface courses.

9. Particle shape – The flakiness category for the coarse aggregate shall be $FL_{25.}$

10. Added filler shall only be crushed limestone or other approved material in accordance with the requirements of BS EN 13043, 5.2.1.

11. The standard binder grade shall be a Polymer Modified Bitumen complying with the following requirements as specified within BS EN 14023:2010:

Penetration Class: 6 (65 – 105mm)
Softening Point Class: Minimum 6 (≥ 60°c)
Force Ductility Class: 3

Upon agreement with the Engineer, the use of paving grade 40/60 and may be used especially for areas of hand lay work or on lightly trafficked roads.

12. The guideline target grading for the mixture shall be as shown in Table 12A below, unless agreed otherwise by the Engineer.

Table 12A – Target Grading

Sieve Size	Target % Passing	Tolerance	Overall Limits
20mm	100		100
14mm	95-100		95 - 100
10mm	66	+/- 7%	59 - 73
6.3mm	39	+/- 7%	32 - 46
2mm	30	+/- 6%	24 - 36
0.5mm	16	+/- 4%	12 - 20
0.25mm	To be recorded	only	
0.063mm	6	+/- 2%	4 - 8

13. Target binder contents shall be:

CASC 5.5%
B_{min} 5.0

14. Performance testing: resistance to wheel track permanent deformation to be measured in accordance with BS EN 12697-22:2003 – Small device, Procedure B when tested at 60°c

Classification: Class 2
Wheel Track Slope $(WTS)_{AIR}$ (mm/1000 cycles): Maximum 1.0
Rut Depth (RD_{AIR}) mm: To be recorded only

15. CASC+ shall be compacted to practical refusal following the general requirements of BS 594987; 2015 + A1:2017 clause 9. The primary roller shall be a minimum 6t deadweight with a smaller vibrating roller as the finishing roller.

16. The Engineer may require his own verification checks on air void contents by taking at least a pair of cores during routine works. Alternatively, to avoid core holes in the finished mat it would be advisable to take cores adjacent to the “ramped down” area at the end of a day’s laying operation (0.5m from ramp edge) which can be milled out the following day.

17. The level of Air Voids shall be tested in accordance with the Test Method: BS EN 12697-8 Using bulk density to BS EN 12697-6:2003, Procedure B Saturated Surface Dry Condition. Maximum density to BS EN 12697- 5:2009, Procedure A in water.

18. Air Void Compliance shall be in accordance with Table 12B below. All testing to be undertaken by an approved UKAS accredited laboratory.

Table 12B – Air Void Compliance

Compliant Air Void Contents		
Material	Mean of Any Pair	
	Min %	Max %
CASC	2	6*
* An additional 1% void content is permitted for hand lay work		
Note: In order to achieve compliant compaction air void contents, it is recommended that: CASC Plus - Rolling must be substantially completed before the material drops below 115°C. (See further guidance if material is supplied in Warm Mix mode.		

19. Requirements of initial Texture depth (Revised version of Clause 942 – Table 9/3)

Table 12C – Texture depth

Road Type	Surfacing Type	Average per lane km (mm)		Average for a set of 10 measurements (mm)
		Minimum	Maximum	
All Site Locations	CASC	1.0	1.4	0.9

20. Texture depth measurement shall be carried out in accordance with BS594987:2015 + A1: 2017 Clause 8.2. Whilst the Volumetric method to BS EN 13036-1 is the preferred method, the local authority will accept either the Sand Patch or vehicle mounted Laser methods. In cases of dispute the volumetric method will be definitive

21. Unless otherwise specified by the Engineer, the nominal compacted layer thickness shall be a minimum of 40mm and a maximum of 60mm.

22. Unless otherwise agreed by the Engineer, reclaimed asphalt shall be permitted for use in CASC+ up to a maximum of 10%

23. All CASC shall be laid onto a tanker applied bond coat in accordance with BS594987:2015 + A1: 2017 Clause 5.5

24. All joints (both longitudinal and transverse) within the CASC+ shall be cut in accordance with BS594987:2015 + A1: 2017 Clause 6.8.2. The only exception to these is by the use of echelon paving or the use of an edge compactor.

25. Due to potential issues with polymers in asphalt mixes “balling up” after a period of time, the maximum time CASC+ must be laid and compacted is 3 hours after mixing. If this timeline exceeds 3 hour then any CASC+ on site must be inspected and deemed acceptable to be laid. Otherwise the material should not be used.

26. All potential suppliers of CASC+ must supply proposed mix design data showing compliance to the enclosed specification to the Engineer. (This will cover all plants they propose to supply CASC+ from).

27. Upon receipt of compliant test data the suppliers will be added to an approval list for the supply of CASC+ into Cambridgeshire. It should be noted that additional guarantees or warranties such as BBA HAPAS or CE marking is not an essential requirement.

12.03 Stone Mastic Surface Course

1. The material shall be Stone Mastic Asphalt (SMA) SMA 6mm surf to BS EN 13108-5 and PD6691 designation for use on Housing Estate Roads to Appendix 2 – Estate Road only.

2. For SMA surface course material as above the binder shall be 40-60 pen and the coarse aggregate to be of crushed rock excluding limestone with a minimum PSV of 50.

3. SMA shall be laid to a compacted thickness of 40mm as shown in Appendix 2. SMA is not a permitted material for Appendix 1 applications.

4. The material shall be laid and thoroughly compacted all in accordance with BS 594987: 2015 + A1:2017, with care taken to achieve a consistent even-textured finish particularly in areas of hand-lay.

5. The minimum texture depth required for SMA 6mm surf material shall be at least 0.5mm at time of laying (sand patch).

12.04 Heritage Surface Course

1. Stone mastic Asphalt (SMA) 6mm surf to BSEN13108-5 40 – 60 pen but containing local ‘golden’ gravel’ coarse aggregate, to be approved by the engineer. This material shall only be laid in footways, cycleways and trafficked areas of 20mph or less.

2. Heritage surface course shall be laid to a 40mm thickness, untrafficked texture depth of a minimum of 0.5mm.

3. Information is required that shows appropriate adhesion agents are to be added to ensure good adhesion between the gravel and the bitumen.

12.05 Concrete Block Paving

1. Concrete block paving may be used in respect of shared surfaces and may be permitted as an alternative to asphalt surfacing for roads other than Local Distributor Roads and Major Access Roads.

2. Clay block paving shall not be permitted.

3. All block work shall be protected from site traffic to the satisfaction of the Engineer.

4. Block paving in the form of precast concrete rectangular blocks of dimensions 200mm x 100mm x 80mm laid on a laying course may be considered as a substitute for the normal surface course layer only as clause 12.06.8 below.

5. Blocks shall comply with BS EN 1338:2003 (in accordance with Table 7) and the permitted colours are;

   a) medium/red/buff
   b) dark grey/dark brown
   c) natural/brindle

6. Blocks shall be laid on a 30mm compacted thickness of category II laying course sand in accordance with the requirements in BS7533 Part 3, 2005 + A1:2009. The method detailed in 4.3.3.a) of that document shall be adopted for installing the laying course.

7. Surface regularity for Blockwork is defined in clause 1.10.

8. Blocks shall be laid in a 90' herringbone pattern unless otherwise agreed in writing by the Engineer. Where herringbone pattern at 45 degrees is permitted, laying should be to the requirements of BS 7533 Part 3 2005 + A1:2009 utilising "mitre head" starter units and inboard cutting techniques as appropriate. Blocks to be cut using approved block cutting guillotine to no less than ¼ (one quarter) of the original plan size.

9. A carriageway Base layer 190mm thick placed in accordance with the requirements of Section 10.0 over a sub-base to Section 9.0 is required below the block paving. The Developer should refer to Appendix 3 for construction thicknesses for the sub-base layer. The base layers shall not be punctured as a drainage provision prior to installing the laying sand.

10. Gaps between kerb face and blocks and between ironwork and blocks must be kept to a minimum and sealed with a well-rammed mixture of 3:1 dry sand to Ordinary Portland Cement or propriety sealing system.

11. The Developer shall use specifically designed ironwork which permits the blockwork and its laying course to be laid up to the frame of the gully grate or manhole cover. No trimming of blocks shall be permitted other than those vertical cuts necessary to achieve the laying pattern shown in Appendix 7 – Blockwork-details around ironwork, and to accommodate the horizontal alignment of the road.

12. Proprietary blocks and systems shall only be used with the prior written authorisation from the Engineer.

13. Tegula paving shall be 80mm thick, rolled pre-cast concrete paving blocks with at least three different longitudinal sizes laid to create a random pattern using a suitable mix of the block sizes available. The blocks shall be manufactured to the requirements of BS EN 1338:2003.

13.0 KERBS AND CHANNELS

13.01 Kerb Beams and Backing

1. Kerb beams and channel beams shall be installed prior to laying Base materials.

2. Kerb beams shall be constructed of ST1 concrete to SHW Clause 2602 not less than 150mm thick and 425mm wide at the profile shown in Appendix 4 – kerb and edging details. The profile shall be formed by either using shuttering both sides of the kerb beam or by using an extruded kerb beams as shown in Appendix 23. The kerbs shall be backed with ST1 concrete as shown in Appendix 4. For channel blocks, the kerb beam width shall be increased to 680mm at the profile shown in Appendix 4.

3. Kerb beams around the inside of speed control bends and for 5m beyond the tangent points of such bends shall be increased in depth to 250mm. In some additional locations these dimensions may be required at the Engineers discretion.

4. The laying of kerbs or channel to a plastic bed and haunch is not permitted.

5. Temporary kerbing, blocks and channels shall be laid on beams prior to laying base and binder materials.

6. Adoptable kerbs and channels should not be installed until housing is completed. This will normally be carried out when all wet trades and garden areas have been completed. Any kerbing installed prior to the Engineers agreement will be considered as temporary.

13.02 Kerbs - General Requirements

1. Kerbs shall be laid to general regularity and upstands shown in Table 1C - Tolerance for other fixed surface features, of this Specification and otherwise to the construction requirements of BS7533, Part 6, 1999. Special provisions for kerbs at vehicular, cycle and pedestrian footway crossings are detailed in Section 19.0 of this Specification. All kerbs shall be laid to line and level.

2. Where asphalt surface course is employed, precast concrete kerbs shall be used unless agreed with the Engineer. Such kerbs shall be 125mm x 255mm hydraulically pressed, granite aggregate Type HB2, half batter or Type BN Bullnosed to BS EN 1340:2003 and laid upright showing a 125mm kerb face. Kerbs are to be bedded on a 25mm class 1 mortar bed within 50mm of the face of the concrete beam, laid with dry joints and backed with ST1 concrete to a minimum thickness of 150mm, to within 50mm of the top of the kerb.

3. Where block paving is employed, precast concrete kerbs shall be 125mm x 255mm Type BN, kerbs showing a 25mm face. The upstand must be of uniform height subject to the tolerances in clause 1.10.5, Table 1C - Tolerance for other fixed surface features.

4. No cut kerb shall be less than 300mm in length; kerbs cut in a splay to form an external corner will not be permitted and cut quadrant kerbs shall be used.

5. Any kerbs that require replacement prior to the laying of the Surface Course may expose a void between the kerb face and the adjacent Base/Binder Course layers. This void shall be filled with a flexible/modified bituminous joint sealant that complies with either type N1 or N2.

13.03 Radius Kerb Lines

1. For curves of radius 12.5m or tighter, the appropriate radius kerb shall be used.

2. The permission of the Engineer shall be sought in all cases where it is proposed to use cut kerbs to achieve a smooth line on curves. Cut kerbs shall be of equal lengths between 450mm and 600mm and shall have suitably tapered cuts free of spalling to achieve a smooth front face to the kerb line.

13.04 Channel Lines & Design Gradients

1. Carriageway channel lines shall be laid to gradients no flatter than 1 in 150, and no steeper than 1 in 20. The use of summated channel lines shall be permitted to achieve this. Blockwork areas shall be laid to gradients no flatter than 1 in 80.

2. The maximum length over which a longitudinal fall of between 1:40 and 1:20 can be used shall be 20m. A longitudinal fall of between 1:40 and 1:20 shall be used no more than once for every 100m length of the proposed adopted public highway.

3. The above gradient regime is required to perform two key functions:

   (i) To ensure that adoptable estate roads are accessible to all user groups, including vulnerable road users and the mobility impaired.

   (ii) To ensure the satisfactory drainage of new infrastructure.

   The designer is advised to seek the early advice of the of the Engineer if a specification compliant submission cannot be achieved; the failure to achieve such a compliant design may preclude the future adoption of the streets.

14.0 GULLY GRATES AND FRAMES

14.01 General Requirements

1. Gully gratings and frames shall be Kite-marked to BS EN 124:2015. Either Cast Steel or Ductile Iron may be used. The frame shall be bedded on a gauged Designation (i) Mortar from SHW Clause 2404 Table 24/1 (the ratio of cement to sand shall be 1:3 by volume) with at least two but no more than four courses of Engineering Brickwork Class 'B' to BS EN 771-1:2011 + A1:2015. The use of proprietary concrete collars can be used in place of the brickwork.

2. Units complying with BS EN 124:2015 Class D400 shall be used for all estate roads. These shall be hinged and must be of the "captive" type, non-rock design. Pedestrian/ cyclist safe mesh grating design on shared surface streets, where cyclists may be required by physical measures to pass over the gully. Gullies shall be installed on the side facing oncoming traffic, with a minimum waterway area 990cm^2 and with frame at least 150mm deep.

3. Gully covers and any other carriageway and footway or cycleway ironwork shall not be installed until the carriageway binder course layer is laid. During the construction process protection shall be given to all gullies and chambers from the ingress of debris.

4. Each gully shall have its own lateral connection to the surface water sewer system; the use of Y connections or similar shall not be permitted.

5. Gullies shall be linked to the surface water sewer with at 45-degree pipe run, unless otherwise agreed with the Engineer's representative to overcome site specific circumstances.

14.02 Spacing of Gullies

1. The area of hardened surface including footways and cycleways, etc., draining into each gully will vary in proportion to the longitudinal gradient of the carriageway as indicated in the following table:

Table 14A - Maximum Drained Areas

Longitudinal Gradient	Maximum Drained Area
From 1 in 120 to steeper than 1 in 150	140 sq.m
From 1 in 80 to steeper than 1 in 120	160 sq.m
From 1 in 40 to steeper than 1 in 80	145 sq.m
From 1 in 40 to maximum 1 in 20	115 sq.m

2. Gullies shall be spaced to ensure that the drained areas do not exceed the maximum values given in the Table above. At the bottom of sag curves double gullies may be required and shall be installed at the discretion of the Engineer.

3. The maximum length for any gully connection shall be 20m.

14.03 Ironwork Surrounds in Block Paving

1. The Developer shall use specifically designed ironwork which permits blockwork and its laying course to be laid up to the frame of the gully grate or manhole cover. No trimming of blocks shall be permitted other than those vertical cuts necessary to achieve the laying pattern shown in Appendix 7 and to accommodate the horizontal alignment of the road.

2. Blockwork around carriageway ironwork shall be laid in accordance with the requirements and details shown in Appendix 7.

3. Where dished channels are used in block paved roads dished gully gratings of a compatible profile and to BS EN 124:2015 shall also be used.

14.04 Ironworks within Cycleways /Footways /Shared surfaces

1. All gully gratings situated within cycleways/ footways/ shared surfaces shall be of a suitable type approved by the Engineer, as specified in 14.01.

15.0 GULLY POTS

15.01 General Requirements - Type and Size

1. Gully pots used for carriageway gullies shall be of precast concrete using Sulphate Resisting Cement (SRC) or an equivalent sulphate resistant blend as defined within BS8500:2015 +A2:2019 in accordance with BS 5911-6:2021

2. Gully pots shall have internal dimensions 450mm diameter by 1050mm deep and shall be of the trapped type.

15.02 Bedding and Surround

1. Concrete gully pots shall be installed in accordance with BBA approval requirements. The Engineer would expect the pots to be set on and surrounded by 150mm of ST2 concrete sulphate resistant cement to SHW Clause 2602.

16.0 ESTATE ROAD HIGHWAY SURFACE WATER DRAINAGE

16.01 General Requirements

1. The highway surface water drainage layout shall be designed to cater for a 1 in a 100-year storm plus 40% climate change. The design shall ensure that the velocity of water flowing in the pipes falls within the self-cleansing range. The Crimp and Bruges method will be used to check the capacity of the system and the flow velocity.

2. A Nomograph to assist with the design of surface water drainage is provided in Appendix 12. Guidance for using the Nomograph are as follows:

   a) Join the diameter of the pipe on scale D and the gradient (lim S) on scale S by a straight line

   b) The intersection of this straight line with the scale Q gives the discharge for the pipe when flowing full

   c) The intersection of this same line at scale V gives the velocity of flow for the pipe when flowing full

   d) Equation Q = 2.78 x A x 0.9 x 25.4

   Where A = the impermeable area in hectares and Q is expressed in Litres/second (1 hectare = 10,000m^2)

3. An adequate piped highway surface water drainage system, of approved pipe sizes, gradients and materials or a sustainable drainage system to clause 16.01.11 below shall be provided to an outfall.

4. Highway surface water drains shall be laid in straight lines at uniform gradients between manholes. Sight rails shall be erected at intervals of not more than 45 m and at changes of gradient.

5. Where an outfall drain or pipe unavoidably passes under land which will ultimately be conveyed to house purchase, or which will otherwise remain undedicated as highway, an Easement will be required always giving the Highway Authority right of access for repair and maintenance purposes. Acknowledgement of the presence of such a drain under each affected property must be safeguarded by the incorporation of a suitable Easement within the Conveyance of that property by the Developer. The Developer is required to submit a draft of any such conveyance to the Engineer for approval prior to the sale of any affected property.

6. Where an outfall, drain ditch or pipe will discharge into an existing drain or pipe or watercourse not maintainable by the Local Highway Authority, written evidence of the consent of the authority or owner responsible for the existing drain etc., to such discharge shall be provided to the Engineer.

7. Provision may be required to filter any drainage water prior to discharge into an existing drain, pipe or watercourse where pollution of the drain, pipe or watercourse may occur, or at those sites deemed especially sensitive by the Engineer.

8. No surface water outfall drain shall pass below any building.

9. Backfill to pipe runs shall be in accordance with Section 5.0.

10. All adoptable highway surface water drainage systems, including gully laterals shall be surveyed using closed circuit television with viewing and video recording facilities, subject to the discretion of the Engineer. The Developer shall provide suitable carriage equipment for the video camera such that the camera may be propelled or drawn from one end of a drain, duct or culvert, whilst the camera is in operation, without damage to the drainage system.

16.02 Surface Water Pipes

1. The following types of pipe from approved manufacturers may be used for highway surface water drains:

   a) Concrete pipes made with sulphate resisting cement to BS 5911-1: 2021

   b) "plastic" pipes (PVCu) twin wall with a smooth internal and ribbed external wall, with current BBA Certification;

   c) other types approved by the Engineer.

2. Jointing and installation shall be to the manufacturers' specification.

16.03 Concrete Surround to Pipes and Ducts

1. Where the depth of cover to top of pipe below carriageway is 1.2m or less, all pipes and ducts, including plastic, shall have a bed and surround of 150mm ST1 concrete with sulphate resistant cement to SHW Clause 2602. The level of the upper surface of which shall in no case be less than 350mm below finished carriageway level.

2. In the case of plastic pipes measures must be taken to ensure that they do not float when the concrete is poured.

3. To maintain a degree of flexibility, 13mm thick fibreboard shall be inserted at the pipe joints to the full width of the concrete surround.

4. For porous pipes the surround shall comprise of at least 200mm of no fines concrete to SHW Clause 2603 or as agreed with the Engineer.

16.04 Soakaways

1. Principle – Soakaways will be regarded as the last engineering solution after all other interventions have been exhausted.

2. The use of soakaways is to be at the discretion of the Engineer and is dependent on the proven existence of continuous highly permeable strata below the surface. It is also a requirement of Building Regulations 2010 – Part H3 –Soakaways and other infiltration drainage systems - 3.25a Infiltration devices should not be built within 5m of a building or road or in areas of unstable land, or within 10m when used in areas of chalk.

3. For single soakaways to be given consideration, the minimum coefficient of permeability of the strata is 5×10^{-5}m/s. See clause 16.04.13 for the test method to be used. In the event of the above coefficient of permeability not being achieved consideration may be given to additional soakaways being "linked in" up to a maximum of 3 in total – See Appendix 16 – Linked Soakaways diagrammatic layout. The Developer is required to advise the Engineer of in-situ permeability testing with sufficient time to allow for witnessing of the testing.

4. Soil survey data must be submitted, the minimum information to be provided shall be full site records to include bore hole or trial pit logs, descriptions and depths of strata, classification of strata, by laboratory tests for soils contamination, and identification of water table depth. Any supporting evidence of seasonal variations of the water table depth must also be supplied.

5. Any necessary approvals from the local Water Authorities and/or Environment Agency must be obtained by the Developer and evidence of these approvals submitted to the Engineer before the proposal can be considered.

6. Soakaway chambers shall extend down to the proved continuous permeable stratum as approved by the Engineer. Chamber rings in permeable strata must be perforated and the lower ring must be founded on an in-situ concrete beam.

7. The maximum depth of the soakaway chamber shall be 1m above the standing water table to a maximum depth of 3m below finished ground level. A typical cross section is shown in Appendix 15 – Soakaway chamber details.

8. Soakaway volumes shall be such that they can accommodate at least the whole of a 1 in a 100-year storm (1%AEP), in the volume available above the base of the chamber and below the drain inverts (effective volume) – the diameter and the number of chambers to be adjusted accordingly. Storage may be reduced to take into account of proven percolation results, adjusted as clause 16.04.8. All percolation results must be submitted to the Engineer. A full set of supporting calculations such as "micro-drainage" or equivalent must be supplied to the Engineer for checking. Upon checking these calculations, the Engineer may require additional soakaways and/or revised positioning of the soakaway chambers.

9. Allowance should be made for the in-service effects of siltation and swelling, 33% for gravel/sands and "stone" layers in chalk and 50% for chalk and others. The Developer is advised to contact the Engineer to arrange for attendance on site to witness the soakage testing when it is carried out.

10. Soakaways shall be linked by overflow pipes as required by the Engineer.

11. Soakaway chambers shall not be sited under the carriageway or footway/cycleway or footpath, areas of verge must be set aside for this purpose, see also 16.04.01 above.

12. BRE Digest 365 (soakaways) is not applicable to Cambridgeshire Highway Drainage. Cambridgeshire County Council has avoided BRE drainage methods because of the difficulties inherent in the long-term maintenance of this type of soakaway.

13. Cambridgeshire's currently adopted test method is a practical and simple hybrid of BS5930 and BRE365 related methods as detailed in 16.05 below. The trial pit excavated for testing is more representative of a working soakaway chamber, in terms of size and the volume of water used, than a lined borehole, and tends to relate more to a practical methodology than to strict BS5930:2015 + A1:2020. The falling head process reduces the quantity of water required for the site, but this can still be substantial.

14. The permeability coefficient is calculated in general accordance with BS5930:2015 + A1:2020, and as the Basic Time Lag is derived graphically there is no need to repeat the test (as required by BRE 365). The only interpretive element relates to which Intake Factor is applicable from the options shown in BS 5930:2015 + A1:2020 figure 6.

15. For further details regarding the calculations contact the Engineer.

16.05 Guidance notes for undertaking drainage soakaway testing on estate roads

1. Local Authorities within Cambridgeshire have avoided BRE drainage methods due to concerns over long term difficulties of this type of soakaway. Once the soakaway has been installed all the long-term maintenance risks fall back onto the local adopting authority and as such a tried and trusted working method together with an acceptable compliant specification has to be implemented.

2. The test procedure is based around a hybrid method derived from BRE 365 and BS 5930. The reason for this was to create a practical test that will be representative of a working soakaway chamber on each specific site (the method in resume uses a trial pit as per BRE 365 but utilises the calculations within BS 5930 – Variable or Falling Head method to be used).

3. Method

    1. At the location of the proposed Soakaway Chamber excavate a trial pit for testing and take initial measurements of the length, width and depth (m) of the trial pit – try and excavate as close to possible a square section, i.e. 2 x 2 x 2m.

    2. Fill up the trial pit to the top of the sub soil strata to be tested with water and measure the start point level (L) (Nb. If topsoil exists the water level start point should not be in this layer.

    3. At one minute time intervals note the reduced water level depths. Check water level for at least one hour or until the head remains constant for a period of 10 minutes or the trial pit has drained of water.

4. At the termination of the test carry out a further smaller excavation adjacent to the test trial pit. In order to prove continuity of layer and check on water table level (this may need leaving overnight in a safe state).

5. From the data obtained at minute intervals divide this by the depth of the head at commencement and plot on logarithmic graph paper as per Figure 8 of BS 5930:2015 + A1:2020: – Calculate the Basic Time Lag (T).

6. Calculate the intake factor (F) from 'Case d', Figure 6, BS 5930:2015 + A1:2020:. Where 'L' is the total depth of water at the start of test (as 2 above) and 'D' is the width of the trial pit (see 1 above – if there is variance between the measurements then take the smaller dimension).

7. Calculate Permeability (k) - $k = \frac{A}{F\,T}$, where 'A' is the cross-sectional area

8. Check for compliance against minimum requirement of: 5×10^{-5} m/s.

16.06 Surface Water Catchpit Manholes

1. Catchpit Manholes shall be provided at the head of drains, at changes of direction, pipe size or gradient and at the junction of main drains. Spacing shall not exceed 50m.

2. Upstream of the manhole at the head of a highway drain run each gully must be connected directly into the manhole and the length of gully connection must not exceed 20m.

3. Manholes shall conform in all respects with the requirements below and the Appendix 13 – Catchpit manhole details-brick type or Appendix 14 – Manhole details-precast concrete type:

   a) Precast Concrete - Rings complying with BS 5911-3:2010 + A1: 2014 / BS EN 5911-1:2021. The concrete cover slab must be Heavy Duty Reinforced Concrete to BS 5911-3:2010 + A1:2014 / BS EN 5911-1:2021 - see Appendix 14.

   b) Engineering Brickwork - 225mm thick class B. Dimensions all as Appendix 14. The concrete cover slab shall be separately cast to the dimensions and with reinforcement all as shown in Appendix 13 / 14.

17.0 MANHOLE COVERS / FRAMES AND HEADWALLS

17.01 General Requirements

1. All manhole covers and frames intended for incorporation within the highway shall be kite-marked products to BS EN 124: 2015 and badged S.W (surface water) and F.W (foul water).

2. They shall be Heavy Duty: BS EN 124: 2015 reference D400 with a clear opening of 600mm and minimum frame depth of 150mm.

3. Manhole covers and any other carriageway and footway or cycleway ironwork shall not be installed until the binder course layer is laid. During the construction process protection should be given to all gullies and chambers from the ingress of debris.

17.02 Bedding

1. The frames shall be bedded on a gauged designation (1) sand/cement mortar to SHW Clause 2404, Table 24/1 (the ratio of cement to sand shall be 1:3 by volume) and BS EN 1996: 2006 above two to four courses of Engineering brickwork Class B to BS EN 771-1:2011 + A1:2015. The use of accelerating admixtures to be agreed with the Engineer prior to use.

17.03 Manhole Surrounds in Block Paving

1. The Developer shall use specifically designed ironwork which permits the blockwork and its laying course to be laid up to the frame of the gully grate or manhole cover. No trimming of blocks shall be permitted other than those vertical cuts necessary to achieve the laying pattern shown in Appendix 7 and to accommodate the horizontal alignment of the road.

2. Blockwork around carriageway ironwork shall be laid in accordance with the requirements and details shown in Appendix 7.

17.04 Headwalls

1. The design for any headwall shall be submitted to the Engineer for approval prior to any construction works associated with the same commencing on site.

18.0 FOOTWAYS AND CYCLEWAYS

18.01 General

1. Footways /cycle ways adjacent areas which may be subject to vehicular over-run shall be constructed to carriageway specification, in accordance with details to be agreed with the Engineer.

18.02 Preparation

1. The formation of the footway/footpath/cycleway shall be levelled and compacted with a vibrating roller or other approved plant of suitable type to a properly shaped, even and uniform surface. Reference should be made to Section 3.0 and Table 3A – Earthworks Compaction for detailed information.

2. The formation shall be treated with an approved residual weedkiller, before construction commences. A non-woven separation membrane within the construction to limit weed intrusion prior to the installation of the base material shall be installed below the sub-base layer.

3. Bituminous materials shall be machine–laid. Where agreed with the Engineer, hand laid materials may be used but shall be restricted to small areas. All materials to be supplied, laid and compacted in accordance with BS594987:2015+A1:2017. Consideration must be given for all Bituminous materials to be supplied in Warm Mix mode as this is now the preferred method specified by Cambridgeshire County Council. Please refer to Clause 6.02 and Table 6D for further information. All bituminous layers to be surfaced over must be sprayed with a suitable bituminous bond coat to promote adhesion and improve impermeability.

4. All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 549987: 2015+A1:2017

5. No laying of bituminous materials shall commence prior to any service installation being completed within the footway.

6. Where footpaths or cycleways pass between walls, private land or other features that prevent the run-off of highway surface water, then positive drainage will be required.

18.03 Sub-Base

1. The material used shall be SHW Clause 803, Type 1, HER Sub-base or SHW Clause 804, or compliant recycled material, compacted to Table 3B – Sub-base Compaction to a finished thickness shown in the following table.

2. All footways, cycleways and cycle paths, including those separate from the carriageway network shall have a sub-base of 365mm, extending 300mm beyond the back edge of the respective kerb.

3. Special provisions for vehicular, cycle and pedestrian footway crossings are detailed in Section 19.0 of this Specification.

4. Footways/ cycleways on the inside of speed control bends shall be increased in strength by increasing the base thickness to a minimum 365mm of sub-base. This strengthening shall extend 5m beyond the tangent points of the bend.

18.04 Binder Course

1. The binder course shall be 60mm compacted thickness of AC 14 close surf Dense Asphalt Concrete to BS EN 13108-1 and PD6691 with 40-60 pen binder. Consideration will be given to Developers/Contractors wishing to use material containing recycled products subject to the conditions of Clause 1.09.4.

2. The binder course for vehicle crossings shall be designed in accordance with Appendix 10. Consideration will be given to Developers/Contractors wishing to use material containing recycled products subject to the conditions of Clause 1.09.4.

3. All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 549987: 2015+A1:2017

18.05 Surface Course

1. The surface course shall comprise 25mm compacted thickness of AC 6 dense surf in accordance with BS EN 13108-1and PD6691 with 40-60 pen binder. The coarse aggregate shall be either crushed rock or gravel. The course aggregate shall be thoroughly compacted as per Section 3.0 and Table 3C – Trench Reinstatement Compaction. It is recommended that care be taken with the installation of this type of surfacing particularly where it is envisaged that the surface will be subject to turning traffic stresses. In such circumstances it is recommended that the alternative recommended in clause 18.04.2 is used.

2. Proprietary 6mm SMA with 40-60 pen binder mixtures formulated to be suitable for driveways and footways laid 25mm thick may be used. The material producer's installation recommendations shall be carefully followed to achieve thorough compaction. In the event of a non-propriety generic SMA being proposed, the material shall satisfy the technical requirements of SHW reference Clause 937.

3. All vertical edges including kerbs, ironwork and joints shall be painted with cold applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 549987: 2015 + A1:2017.

4. A thorough examination will be undertaken prior to adoption and any areas that show sign of any damage or deterioration shall be replaced to the full width and to the total satisfaction of the Engineer.

5. Guidelines for delivery and rolling temperatures for surface course Layers are given in Section 6.0.

6. Consideration will be given to Developers/ Contractors wishing to use material containing recycled products subject to the conditions of clause 1.09.4.

18.06 Cycleway Surface Course

1. Specifically designated cycleways shall be coloured red. The aggregate shall be crushed granite and have a colour conforming to HUE 7.5R/3/4 and HUE 7.5R/3/8 as defined by the Munsell Chart. The binder shall be coloured using iron oxide to the approval of the Engineer.

2. The surface colour of shared use footway/ cycleways shall be at the discretion of the Engineer, depending upon the context and nature of the infrastructure.

18.07 Heritage Surface Course (context dependent)

1. Stone mastic Asphalt (SMA) 6mm surf to BSEN13108-5 with 40-60 pen binder but containing local ‘golden’ gravel’ coarse aggregate.

2. Heritage surface course shall be laid to a 25mm thickness.

3. Information is required that shows appropriate adhesion agents are to be added to ensure good adhesion between the gravel and the bitumen.

18.08 Concrete Block Paving

1. Block paving in the form of precast concrete rectangular blocks of dimensions 200mm x 100mm x 80mm laid on a laying course may be considered as clause 18.07.7 below.

2. Clay block paving shall not be permitted.

3. All block work shall be protected from site traffic to the satisfaction of the Engineer.

4. Blocks shall comply with BS EN 1338:2003 (in accordance with Table 7) and the permitted colours are;

   a) medium/red/buff
   b) dark grey/dark brown
   c) natural/brindle

5. Blocks shall be laid on a 30mm compacted thickness of category II laying course sand in accordance with the requirements in BS7533 Part 3, 2005 + A1:2009. The method detailed in 4.3.3.a) of that document shall be adopted for installing the laying course.

6. Surface regularity for blockwork is defined in clause 1.10.

7. Blocks shall be laid in a 90' herringbone pattern unless otherwise agreed in writing by the Engineer. Where herringbone pattern at 45 degrees is permitted, laying should be to the requirements of BS 7533 Part 3 2005 + A1:2009 utilising "mitre head" starter units and inboard cutting techniques as appropriate. Blocks to be cut using approved block cutting guillotine to no less than ¼ (one quarter) of the original plan size.

8. A binder course layer 60mm thick placed in accordance with the requirements of clause 18.03 over a sub-base to clause 18.02. The Developer should refer to Appendix 10 for construction thicknesses.

9. Gaps between kerb face and blocks and between ironwork and blocks must be kept to a minimum and sealed with a well-rammed mixture of 3:1 dry sand to Ordinary Portland Cement or propriety sealing system.

10. The Developer shall use specifically designed ironwork which permits the blockwork and its laying course to be laid up to the frame of the ironwork. No trimming of blocks shall be permitted other than those vertical cuts necessary to achieve the laying pattern shown in Appendix 7 and to accommodate the horizontal alignment.

11. Proprietary blocks and systems shall only be used with the prior written authorisation from the Engineer.

12. Tegula paving shall be 80mm thick, rolled pre-cast concrete paving blocks with at least three different longitudinal sizes laid to create a random pattern using a suitable mix of the block sizes available. The blocks shall be manufactured to the requirements of BS EN 1338:2003.

18.09 Footway and Cycleway Construction

1. Typical construction details are shown in Appendix 10.

18.10 Crossfall

1. The final footway/cycleway surface shall have a crossfall of 1 in 40 towards the carriageway.

18.11 Edge Supports

1. Where a footway does not abut a kerb or boundary wall a 50mm x 150mm hydraulically-pressed, precast, flat-topped, concrete edging to BS EN 1340:2003 Type EF shall be provided.

2. The precast edging must be securely bedded on a foundation of ST1 concrete to SHW Clause 2602 100mm deep and 200mm wide. It shall be backed with ST1 concrete from the back of the bedding to within a minimum of 40mm from the top of the edging.

18.12 Footpaths

1. The construction of footpaths, which are remote from carriageways, shall comply with the requirements of the footway and cycleway specification. In addition, footpaths shall be constructed with edge supports on both sides, as detailed on Appendix 4 – Kerb and edging details.

19.0 VEHICULAR, PEDESTRIAN AND CYCLE CROSSINGS

19.01 Vehicular Crossings

1. Vehicular crossings shall be provided at the entrance to all, garages and residential properties with accesses of sufficient width to accommodate a vehicle.

2. A minimum of four precast concrete kerbs 125mm x 150mm to BS EN 1340:2003 Type BN shall be installed to provide a vehicular crossing with a minimum width of 3.6m. These dropped kerbs shall be set to show an upstand of 25mm with tolerances as given in, Table 1C - Tolerance for other fixed surface features.

3. The use of 125mm x 255mm Type HB2 kerbs laid flat will not be permitted and purpose made dropper kerbs shall be used to join the low kerbs to the standard upstand kerbing.

19.02 Pedestrian Crossings

1. Where pedestrian routes cross carriageways and on footways at junctions, two dropped kerbs with tapers shall be provided on each side of the carriageway or junction. Any Tactile Paving shall be agreed with the Engineer prior to installation in accordance with Appendix 8 – Uncontrolled Pedestrian Crossing. The underlying construction specification for Tactile Paving must at least comply with the requirements of clause 18. The tactile paving thickness should be at least 65mm.

2. The dropped kerbs shall be set with the carriageway channel level to the tolerances given in Table 1C - Tolerance for other fixed surface features.

19.03 Cycle Crossings

1. Where a cycleway adjacent to the carriageway is interrupted by pedestrian or vehicular crossings, the change in level shall be achieved over at least two kerbs, using standard precast concrete kerbs and laid to suit in place of the standard one taper kerb.

2. The dropped kerbs shall be set to the tolerances given in Table 1C - Tolerance for other fixed surface features.

19.04 Dropped Kerbs and Alignment

1. Dropped kerbs and tapers shall comply with the requirements of BS EN 1340:2003.

2. Kerbs shall be laid to a flowing alignment and to the construction requirements of Section 13.0 of this Specification.

3. Where the interval between adjoining vehicular crossings is such that less than three kerbs show the full face of 125mm, the intervening kerbs between these crossings shall also be 125mm x 150mm laid to show an upstand of 25mm.

4. The concrete edging at the rear of the path shall to be lowered by 100mm to match the profile of the kerbline and maintain the cross fall of 1 in 40 towards the carriageway, as shown in Appendix 5 – Typical layout for vehicular accesses.

20.0 VERGES WITHIN VISIBILITY SPLAYS

20.01 Grassed Areas

1. Grass areas within highway limits shall have the following treatment during construction:

    a) A layer of topsoil fully compliant with BS 3882:2015 100mm thick, free from weeds, coarse grass and stones, shall be placed, levelled and raked smooth
    b) Before sowing grass seed, all weeds and coarse grass shall be eradicated by use of a non-residual weedkiller, used strictly in accordance with the manufacturers' instructions and a pre-seeding fertiliser shall be applied
    c) Selected tested grass seed complying with the requirement of the low-growth clause 20.02 below shall be sown at the rate of 30g/sqm and hand raked over

2. In the case of germination failure, sowing shall be repeated until a good growth is obtained.

3. All adoptable verges and visibility splays shall have a permanent delineation in accordance with clause 20.04 below and Appendix 29. Any alternative delineation shall be agreed with the Engineer.

20.02 Low-Growth Grass Mixture

1. A variety of mixtures are available from seed houses to suit the range of topsoil/subsoil pH encountered in Cambridgeshire. Wherever possible, preference shall be given to using suitable native grass species of local provenance, providing they comply with low growth characteristics. The mixture, British Seed Houses – Mix A22, is suggested as being suitable for general low maintenance/low growth characteristics and shall be used unless an alternative more specific to a particular soil type is available and submitted to and approved by the Engineer.

20.03 Street Trees

1. The planting of any trees within the proposed adoptable public highway must be agreed by the Engineer at design stage.

2. The Highway Authority will only adopt grass verges that are required as part of the inter vehicle visibility splays at junctions or part of forward visibility. No other planting will be permitted within the grass verge that is to become adopted public highway. Outside the required inter vehicle visibility splays grass verges and any associated planting will remain private.

3. Tree pits shall be excavated to a depth of 1.4m and the base shall be broken up to a depth of not less than 150mm to assure that the pit will drain. A minimum of 150mm of 20mm gravel shall be laid at the base of the pit, this shall be covered with a water permeable geo-textile. The topsoil to the tree pit shall conform to BS 3882:2015 and shall be placed in layers of not more than 200mm and lightly compacted. The topsoil to tree pits in hard paved areas shall be set 100mm below the surface of the footway.

4. In verges each tree pit shall have a minimum area of 8sq.m per tree. In areas of hard paving the area of the tree pit shall be at least 4sq.m in area.

5. To protect the carriageway and footway sub-grades a suitable root barrier must be provided to encase in accordance with Appendices 25 and 26.

6. Tree pits in hard paved areas shall be protected by a cast iron tree grille as shown in Appendix 27. The grille shall comply with the loading BS EN 124. The 100mm gap between the tree grille and the topsoil shall be filled with a manufactured air permeable material.

7. Where new trees, shrubs or hedges are planted on private ground within 5m of the highway boundary or where any private front gardens abutting the adopted public highway are provided, a root barrier of 1.5m in depth shall be provided at the highway boundary, but not within the highway. The barrier shall extend for not less than 3m beyond the edge of any planting, gardens and the like, to prevent any roots from uncontrolled private planting from penetrating the adopted public highway. The barrier used must be proven to be able to contain aggressive species such as bamboos and the like.

20.04 Highway Boundary Markers in Verges

1. Where the highway boundary is to be marked in areas of grass verge or other planting the boundary marker must conform to the design in Appendix 29 or similar approved by the Engineer.

2. Boundary markers shall be set into the ground in accordance with Appendix 29. They shall be set so that 20mm of the chamfered top projects beyond the soil level. The tops of the markers shall be level and true.

3. The boundary markers shall be manufactured in sulphate resisting concrete with a minimum strength of ST3.

4. The font used for the lettering shall be Ariel, the x height shall be 20mm and the depth of the letters shall be 5mm.

5. Boundary makers shall be set at 10m intervals along straight sections of the development and at 1m centres though a radius, or as agreed with the Engineer.

21.0 COVERS FOR ACCESS TO UTILITY PLANT

1. All covers shall comply with the requirements of clause 17.01 or be certified capable of standing appropriate Heavy Duty loading.

2. All covers for access to utility plant shall be kept clear of cycleways unless agreed by the Engineer prior to installation. Any cover installed within a cycleway must have an antiskid surfacing applied as agreed by the Engineer.

3. In areas of block work in either the footway or carriageway infill covers stamped with the relevant utility badges will be required. In the carriageway covers shall be capable of standing appropriate grade A loading.

4. The Developer will ensure that utility covers are located so they are square with the carriageway, cycleway or footway, align with the general pattern within areas of blockwork and are not placed with the construction area of any form of crossing point.

5. Private utility meters shall be situated clear of the proposed adoptable highway, unless otherwise agreed by the Engineers representative. In the instance where such installation are permitted, meters shall be sited clear of vehicular accesses, and constructed in a concrete chamber with a D400 cover.

22.0 STREET FUNITURE

22.01 Timber bollards

1. Timber used for bollards shall be from a renewable European source and unless otherwise specified shall be oak with a minimum equivalent strength to SC5 strength class to BS EN 1995-1-1:2004 +A2:2014. All timber is to be good quality, straight, sound, free from sap, shakes, loose knots or other defects.

2. Dimensions are shown in Appendix 21. Preservation of timber shall achieve a resistance to all forms of fungal, bacterial, and invertebrate act for a period of not less than fifteen years. All faces of the bollard shall be clean planed, bollards shall be stained with 'Palisander' from Salodin or similar approved.

3. All foundation concrete shall be ST3 and shall be compacted whilst the bollard, is held in a vertical position at the level and location required. The depth of the excavation shall be at least one third the depth of the bollard with 150mm extra below the base and 100mm clearance to all sides. Timber bollards shall be erected to a true vertical line and if in line to a true level to within ± 5mm.

4. If a bollard is or bollards are to be erected within the grass verge a "sterile" strip of granite setts is to be laid around the bollard so that a strip no less than 100mm wide is presented to all faces of the bollard, to allow ease of grass cutting. The granite setts shall be 100mm, cubed and shall be set in ST4 concrete and pointed with Class 1 mortar.

5. All bollards shall be provided with suitable reflectorised plates measuring 125mm x 200mm to BS EN 12899-2: 2007 the plates shall be aluminium and not less than 3mm thick, they shall conform to BS EN 485 - 2:2016 + A1:2018 , BS EN 573-3:2019 & BS EN515:2017, with traffic grey to the rear. The plates shall be attached to the bollards with four number 25mm screws and the heads of the same shall be 'written off' to prevent ease of removal. The colours of the finished plates shall be red facing the flow of traffic and white on the opposite side of the road the colours shall remain stable and true for a minimum period of seven years.

22.02 Traffic Sign Posts

1. Posts shall be either: plain tubular steel and finished PVC dip coated, colour grey complying with BS EN 10305-1:2016 or galvanised to BS EN ISO 1461:2009 and be manufactured from steel complying with the requirements of BS 7668:2016 Welded Steels.

2. All posts shall be set into the ground at a minimum depth of 400mm with a minimum bed of 250mm of ST2 concrete and a surround of 100mm of ST2 concrete.

3. All excavations shall be dug by hand. The excavation for the post shall be backfilled with ST2 concrete to the formation of the reinstatement.

4. If a post is or posts are to be erected within the grass verge a "sterile" strip of granite setts is to be laid around the base of the post so that a strip no less than 100mm. wide is presented to all faces of the bollard, to allow ease of grass cutting. The granite setts shall be 10 mm. cubed and shall be set in ST4 concrete and pointed with Class designated (i) mortar in accordance with SHW Clause 2404, Table 24/1 (the ratio of cement to sand shall be 1:3 by volume)

5. All bollards shall be provided with suitable reflectorised plates measuring 125mm x 200mm to BS EN 12899-2:2007 the plates shall be aluminium and not less than 3mm thick, they shall conform to BS EN485 – 2:2016 + A1:2018, BS EN 573-3:2019 & BS EN515:2017, with traffic grey to the rear. The plates shall be attached to the bollards with four number 25mm screws and the heads of the same shall be ‘written off’ to prevent ease of removal. The colours of the finished plates shall be red facing the flow of traffic and white on the opposite side of the road, the colours shall remain stable and true for a minimum period of seven years.

23.0 COMPLETION OF WORKS

23.01 General Requirements

1. Once the Developer has completed their works to the site and no further building works are to be undertaken, a joint inspection will be performed, and the Engineers will supply or certify a list of any defects. Any defects found shall be rectified to the total satisfaction of the Engineer.

2. If the binder course has been trafficked by site vehicles for the duration of the construction period, any surface imperfections must be rectified prior to the placement of the surface course. If the damage to the binder course exceeds 30% of the surfaced area, the complete binder course layer shall be removed and re-laid, on larger multi routed developments the 30% standard will be applied to each individual road, path, footway or cycleway and not to the site as a whole.

3. The Highway Authority will not accept any scarring of any form within the surface course to any highway surface. In the event that such scarring does occur the Engineer reserves the right to have the faulty surface type within the whole development resurfaced. If the scarring has occurred on a 'side road' from a main route within a larger development, the Engineer may at his/her discretion allow the resurfacing to stop at the next original joint in the surface course. If the scarring is limited, then the Engineer may at their discretion allow the developer to patch the surface course as required.

4. Damaged kerbs, channels and edgings shall be removed and replaced. If this results in damage to the footway, footpath or cycleway then a patch as required by the Engineer shall be provided.

5. The Engineer may at his/her discretion allow the Developer to patch damaged kerbs, channel blocks, edging kerbs with a suitable epoxy mortar.

6. All gully pots shall be suction cleansed, disinfected, all detritus shall be removed there from and trapped pots resealed with clean water taken from the local domestic supply.

7. The Contractor shall provide one copy of a closed-circuit television video recording of each highway drainage run, including gully laterals, accompanied by a detailed report showing the location, chainage, prevailing weather conditions, date and time of survey.

8. A complete set of as built drawings in both electronic and paper format shall be provided to the Engineer prior to the date of issue of the Maintenance Certificate.

23.02 Sweeping and herbicide application

1. Channels to the carriageway shall be swept in accordance with the following schedule

   a) Before the maintenance period - full mechanical sweep

   b) During the maintenance period - regular mechanical sweeping every three months

c) At proposed adoption date - full mechanical sweep

2. Sweeping shall be carried out using a mechanical sweeper to remove detritus, grass and other materials to the satisfaction of the Engineer.

3. An approved residual herbicide shall be applied to all, channel lines, cover edges and the back of the footway, footpath or cycleway prior to adoption.

23.03 Grass Maintenance

1. Grassed areas provided under Section 20.0 of this Specification shall be fully maintained during the construction maintenance period and shall include all necessary treatment with weedkillers, fertilisers, etc.

2. Grass cutting shall be carried out in accordance with the following schedule

a) Before the maintenance period - full cut

b) During the maintenance period - cutting to 25mm maximum

c) At proposed adoption date - full cut

3. Grass shall be cut to achieve a finished maximum height of 25mm before adoption. All weeds and other detritus shall be removed from grassed areas to the satisfaction of the Engineer. Any areas of verge that show grow of perennial weeds shall be excavated by hand all roots etc. of the weeds etc., are to be removed and disposed of. The area will then be reseeded with an appropriate seed mix.

24.0 SAMPLING OF MATERIALS

24.01 General

1. Sampling and testing of mixtures and materials shall be carried out in full compliance with the appropriate British/European Standards. Testing and samples shall be provided as frequently as the Engineer may deem necessary to satisfy himself that the mixtures and materials comply with the appropriate specification. Results of all testing associated with the highway works shall be available, whenever required for the Engineer to inspect.

2. The Engineer reserves the right to instruct the Developer, to drill up to 200mm diameter cores through the highway construction before the surface course is applied to determine the layer thickness, materials used, construction type and standard of installation. These tests shall be undertaken at the expense of the Developer. Alternatively, the Developer may be required to excavate and reinstate trial trenches at his own expense in the presence of the Engineer. Where layers are not correct in thickness or material, the road will not be adopted until the works have been corrected.

3. Where material or structural thickness are found to be out of specifications, the adoption will not take place before the defective layer(s) or material(s) have been replaced. The cost of such testing and coring shall be met in full by the Developer.

25.0 LIST OF CONTACTS FOR FURTHER INFORMATION

1. For advice or information regarding the design of electrical installations, bridges, culverts and structures and for requests for AutoCAD copies of the Appendices follow the link below.

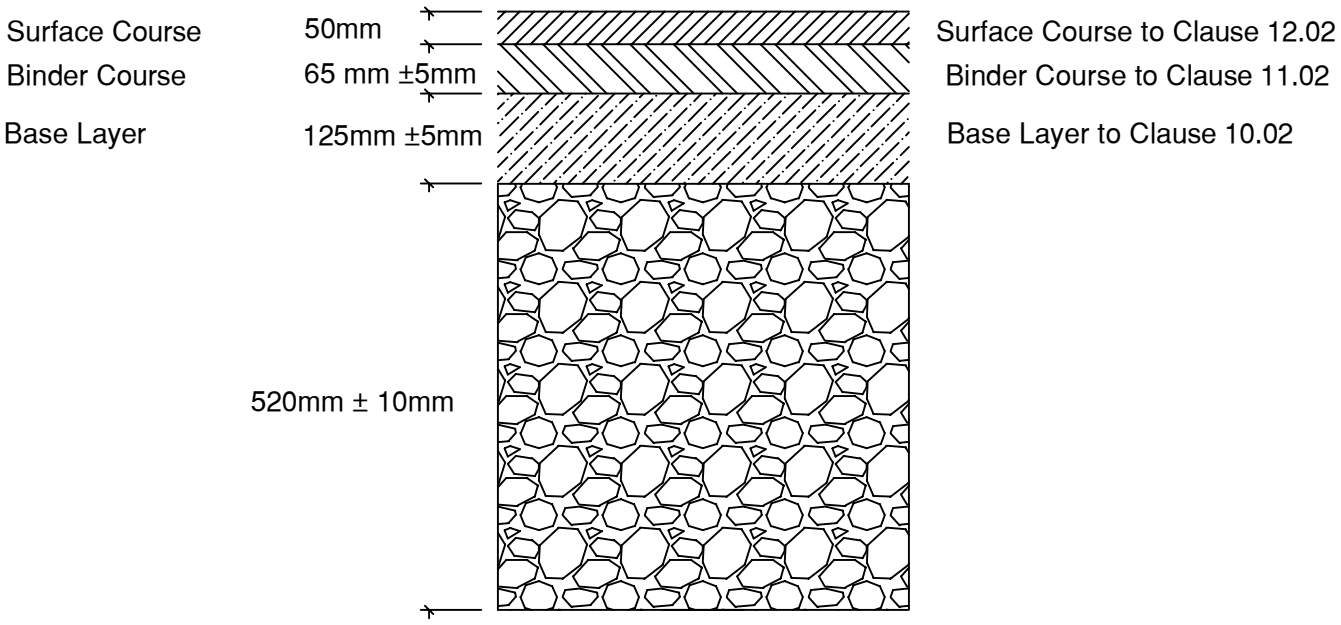
   https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development

List of Appendices

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE28 4YE

Job Title: **Distributor Road**



Appendix 1 - notes

1. Unless *in situ* testing has been agreed by the Engineer the CBR for the site will be assumed to be < 2% the depth of the Type 1 or Cambs. HER (Clause 9.0) Sub-base may be reduced in line with the following if suitable test results are provided.

Measured CBR values	Required depth of Type 1 or HER sub-base
CBR > 5%	260mm± 10mm (minimum thickness)
CBR 5%	280mm± 10mm
CBR 4%	315mm± 10mm
CBR 3%	375mm± 10mm
CBR 2%	450mm± 10mm
CBR less than 2%	520mm± 10mm

2. If Plasticity Index values are not available from the soil survey and test data for the proposed site, a CBR of less than 2 (<2) must be assumed for the design. A separating membrane will be required where the design CBR is less than 5% (Clause 7.03).

3. The total carriageway thickness must be at least 490mm (inclusive of sub-base).

4. The combined thickness of the bound layers as shown above shall be regarded as the minimum overall thickness for the bound materials.

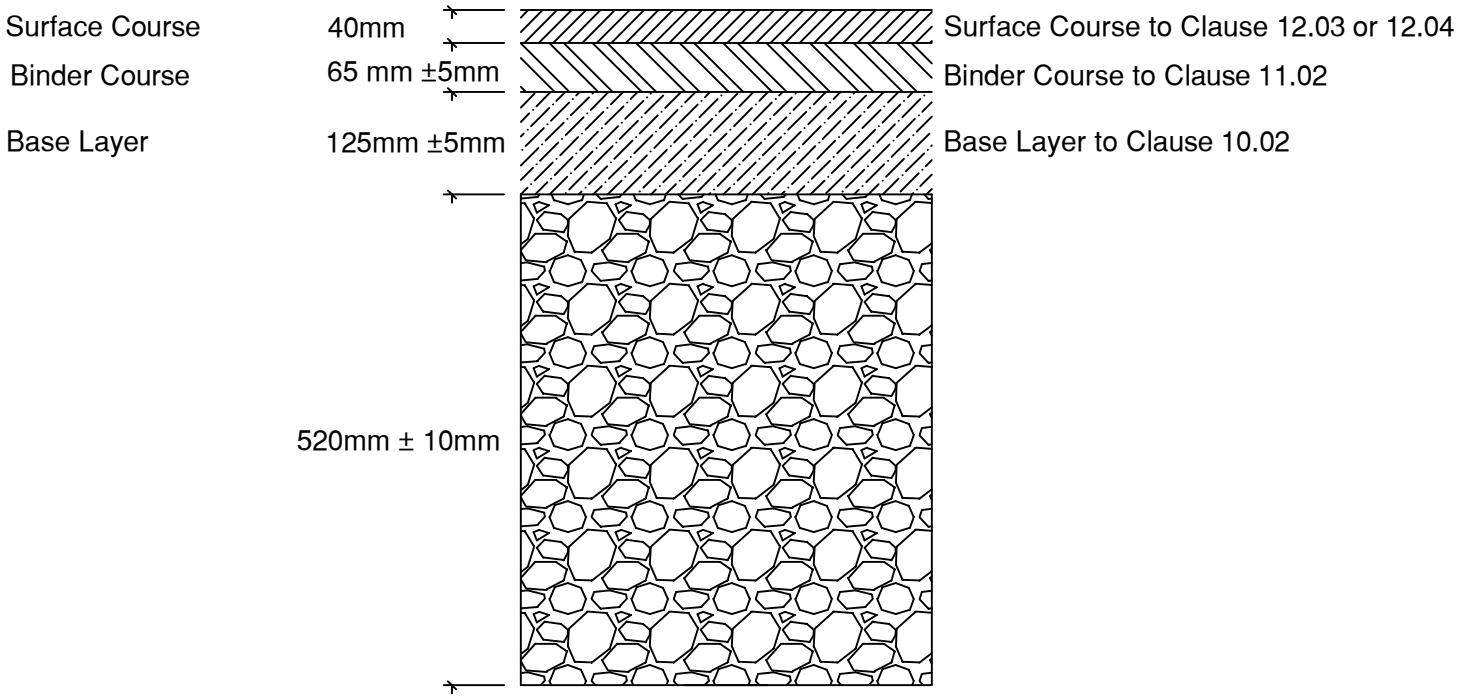
5. If the 40 years life design traffic exceeds 1.0 msa a special design shall be submitted for the Engineer's approval

Date: **2022** | Scale: **N.T.S.** | Drawing No : **APPENDIX 1**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE28 4YE

Job Title: **Estate Road**



Appendix 2 - notes

1. Unless *in situ* testing has been agreed by the Engineer the CBR for the site will be assumed to be < 2% the depth of the Type 1 or Cambs. HER (Clause 9.0) Sub-base may be reduced in line with the following if suitable test results are provided.

Measured CBR values	Required depth of Type 1 or HER sub-base
CBR > 5%	260mm± 10mm (minimum thickness)
CBR 5%	280mm± 10mm
CBR 4%	315mm± 10mm
CBR 3%	375mm± 10mm
CBR 2%	450mm± 10mm
CBR less than 2%	520mm± 10mm

2. If Plasticity Index values are not available from the soil survey and test data for the proposed site, a CBR of less than 2 (<2) must be assumed for the design. A separating membrane will be required where the design CBR is less than 5% (Clause 7.03).

3. The total carriageway thickness must be at least 490mm (inclusive of sub-base).

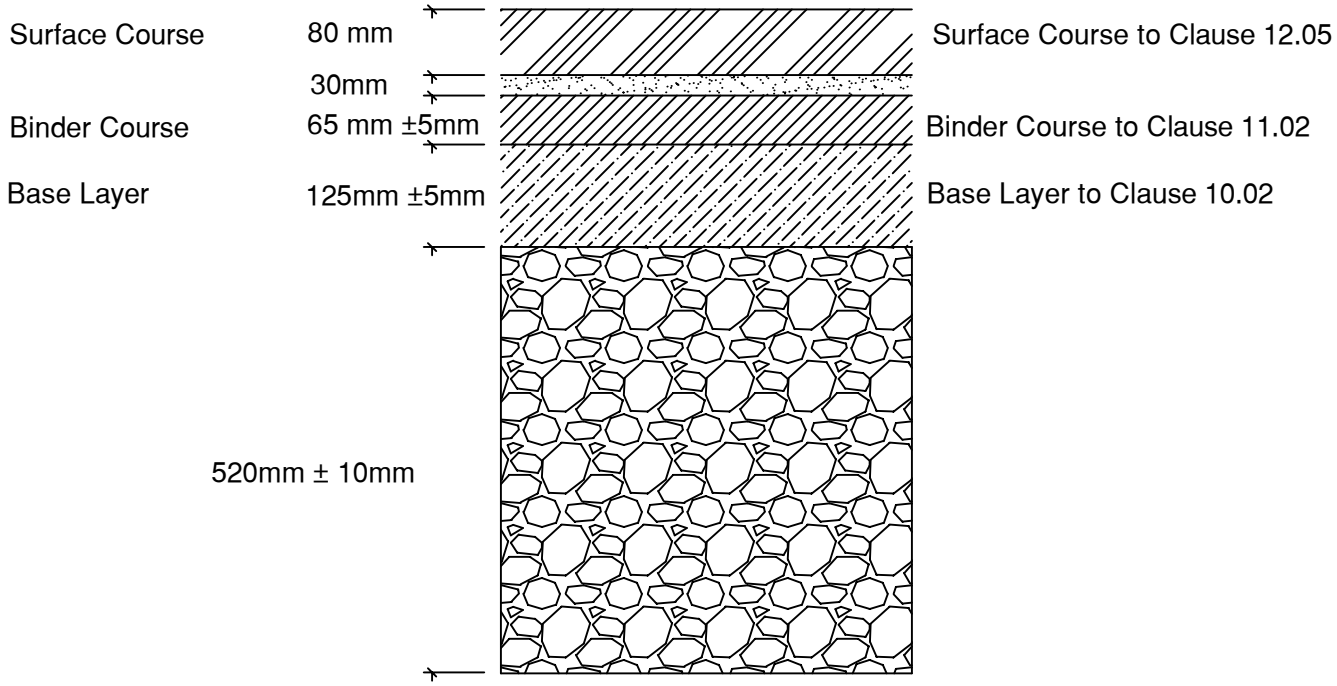
4. The combined thickness of the bound layers as shown above shall be regarded as the minimum overall thickness for the bound materials.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 2**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE28 4YE

Job Title: **Shared Use Area: pre-cast concrete blocks**



Appendix 3 - notes

1. Unless *in situ* testing has been agreed by the Engineer the CBR for the site will be assumed to be < 2% the depth of the Type 1 or Cambs. HER (Clause 9.0) Sub-base may be reduced in line with the following if suitable test results are provided.

Measured CBR values	Required depth of Type 1 or HER sub-base
CBR > 5%	260mm± 10mm (minimum thickness)
CBR 5%	280mm± 10mm
CBR 4%	315mm± 10mm
CBR 3%	375mm± 10mm
CBR 2%	450mm± 10mm
CBR less than 2%	520mm± 10mm

2. If Plasticity Index values are not available from the soil survey and test data for the proposed site, a CBR of less than 2 (<2) must be assumed for the design. A separating membrane will be required where the design CBR is less than 5% (Clause 7.03).

3. The total carriageway thickness must be at least 560mm (inclusive of sub-base).

4. Concrete Block Paving in adoptable roads is restricted to shared use areas, unless otherwise specifically agreed with the scheme approval engineer. Where Concrete Block Paving is used it must be installed over one of the road base layer options complete with sub-base as shown above.

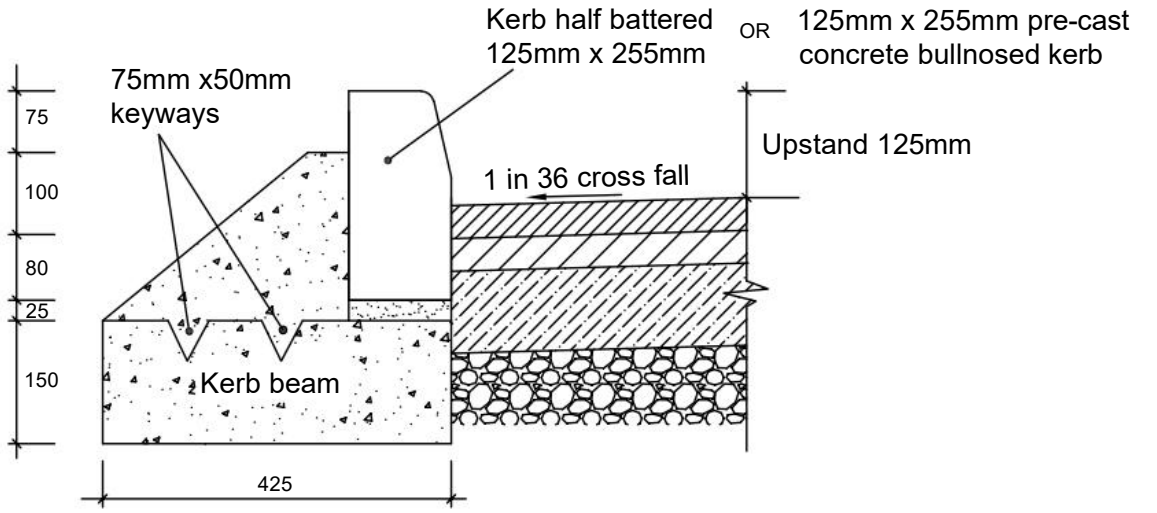
5. The combined thickness of the bound layers as shown above shall be regarded as the minimum overall thickness for the bound materials.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 3**

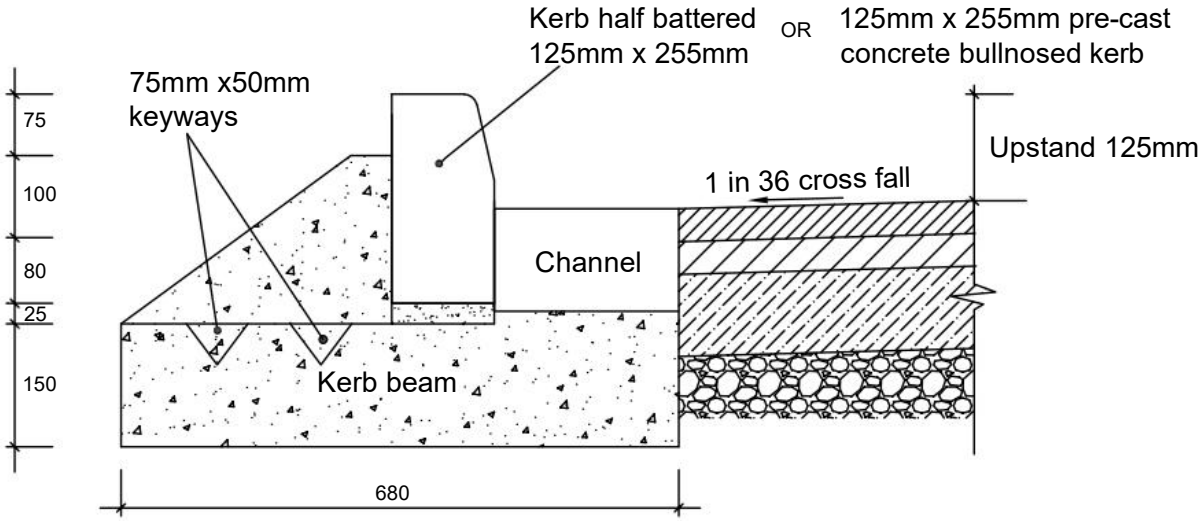
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

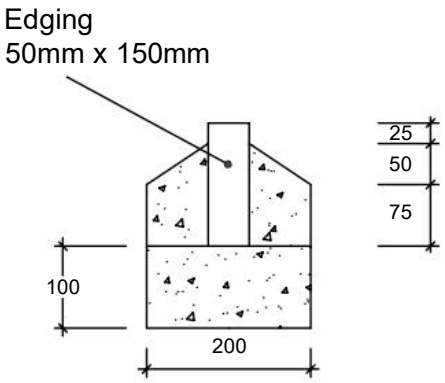
Job Title: **Kerb and edging details**



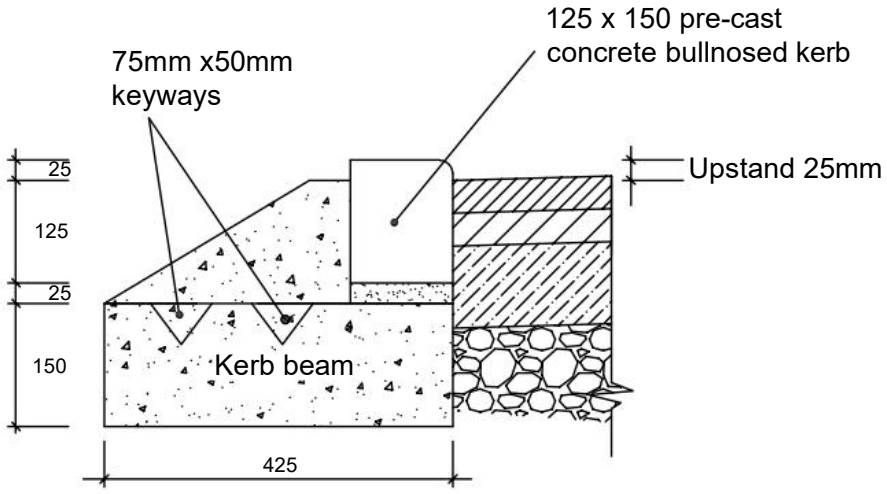
KERB DETAIL



CHANNEL DETAIL



EDGING DETAIL



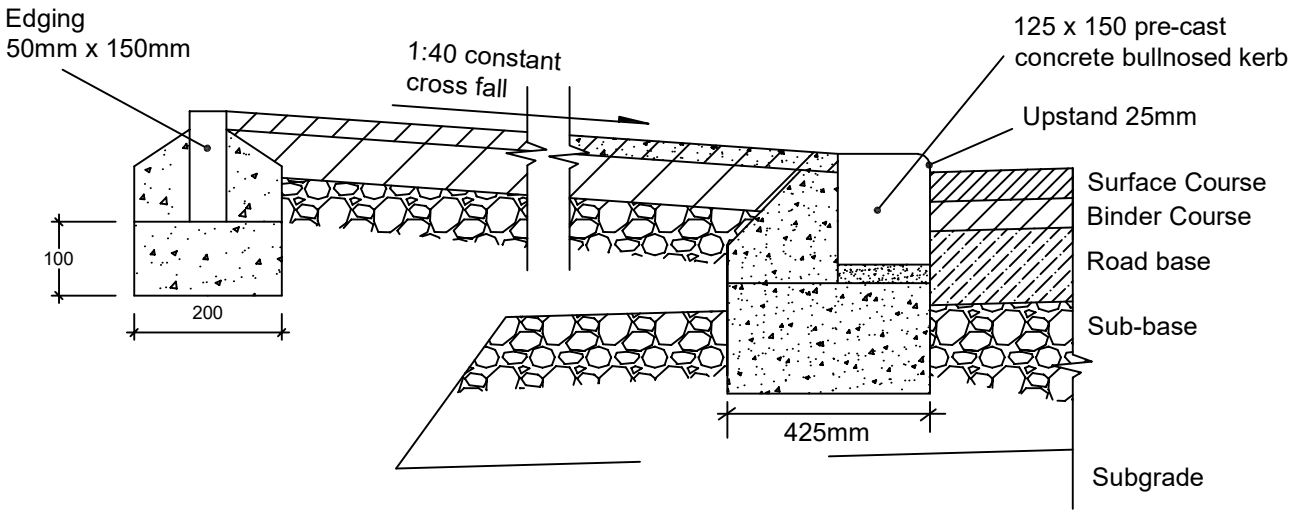
DROPPED KERB DETAIL

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 4**

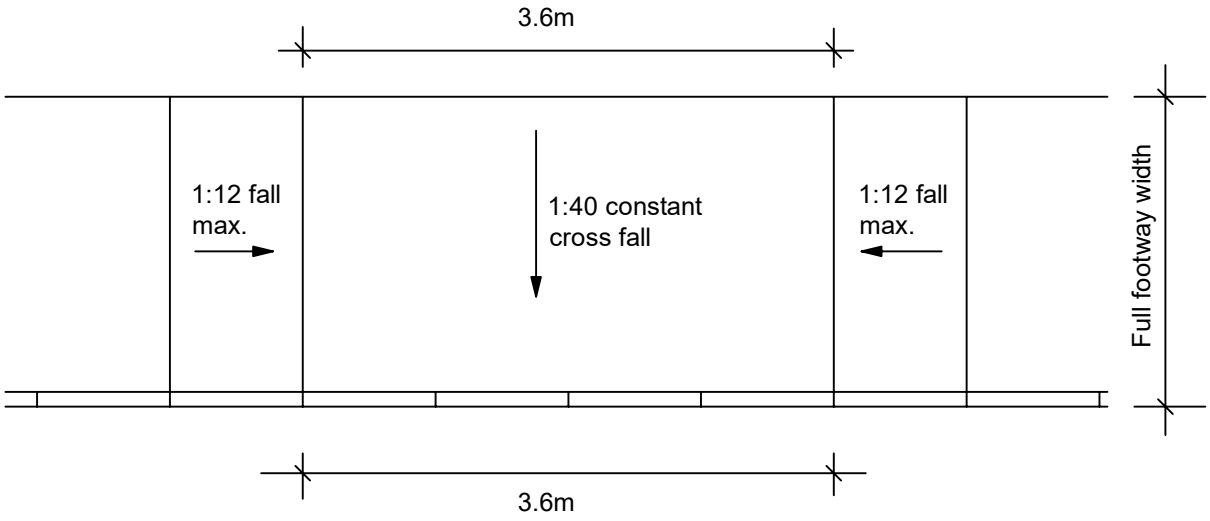
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Typical layout for vehicular accesses**



TYPICAL SECTION



TYPICAL PLAN

NOTES

1. Depths of granular base are to be found in Appendix 10

2. Construction details for kerbs, edgings etc., are to be found in Appendix 4

3. Construction details for surface courses, binder courses and road base are to be found in Appendix 10

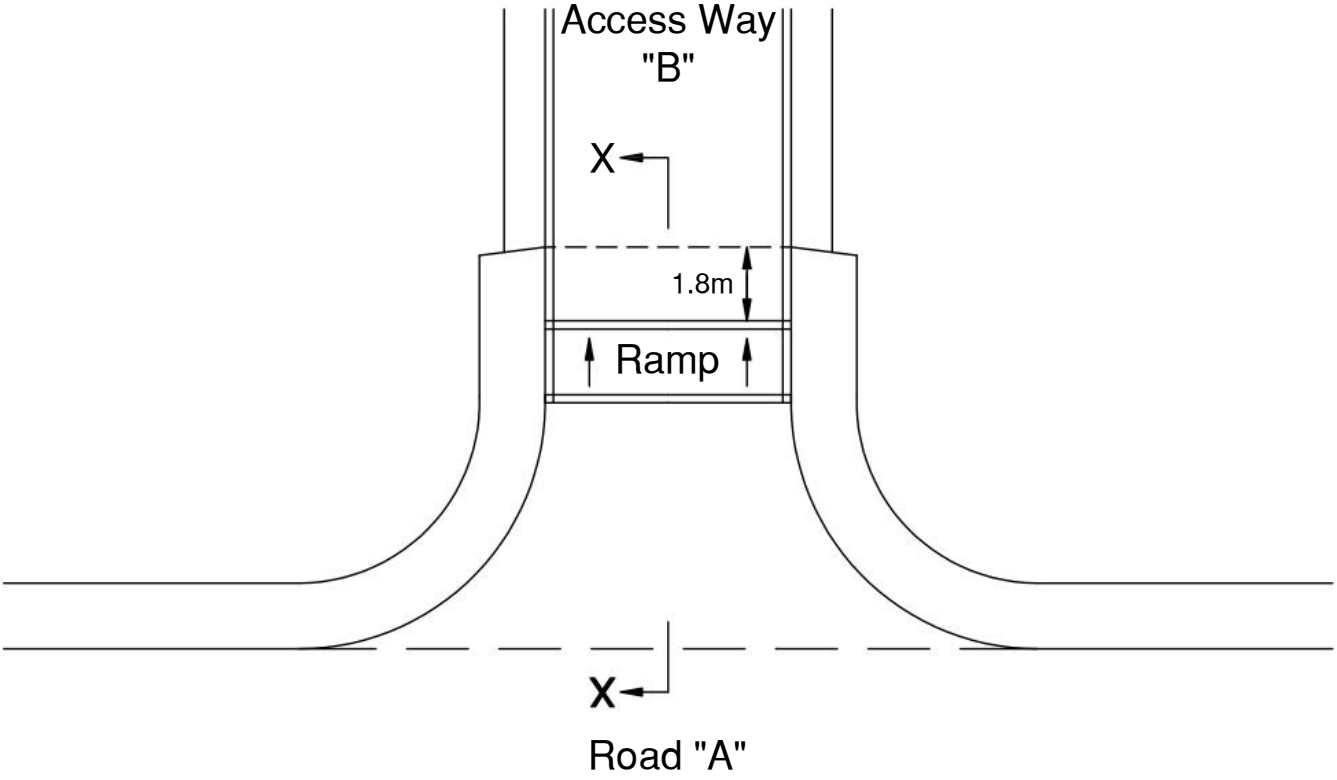
4. The back edge of the footway is to follow the kerb line to maintain a constant crossfall of 1:30. The longitudinal fall to the crossing across the length of the transition kerbs shall not exceed 1:12

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 5**

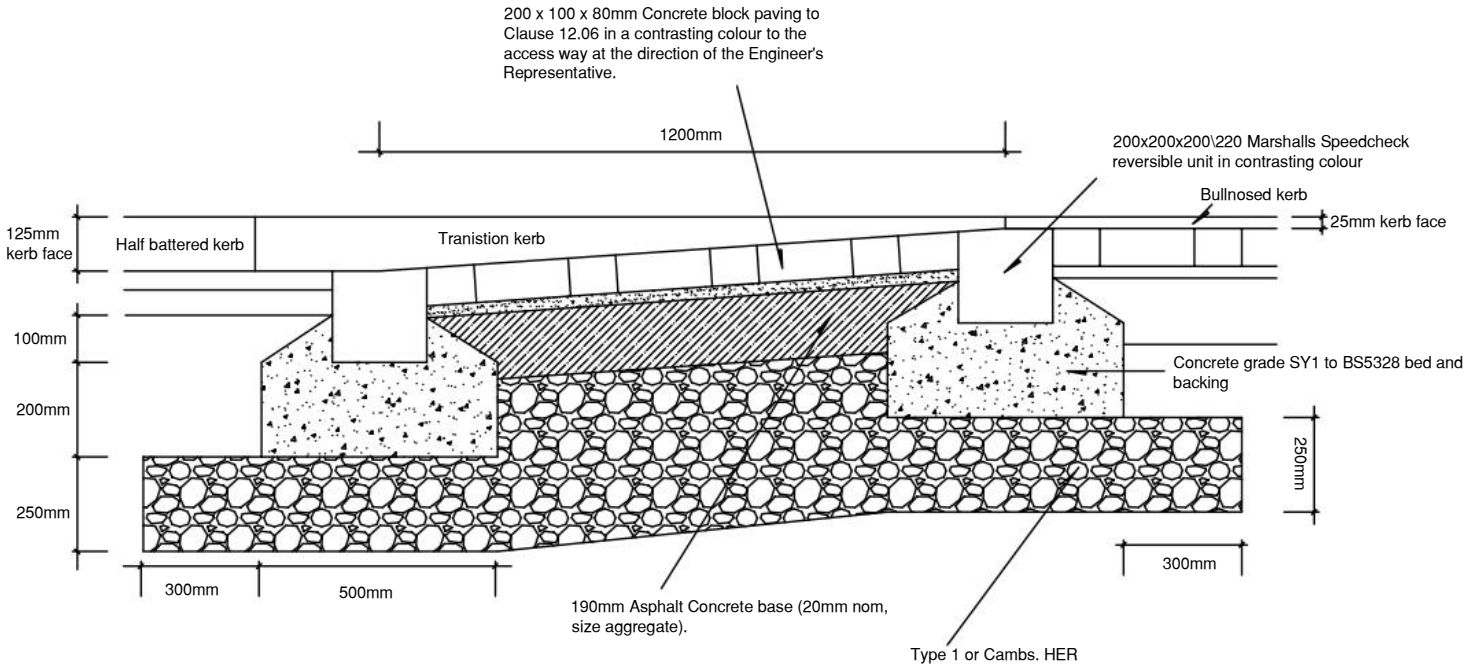
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Typical Detail for Access Way Ramp**



Plan of Junction Layout



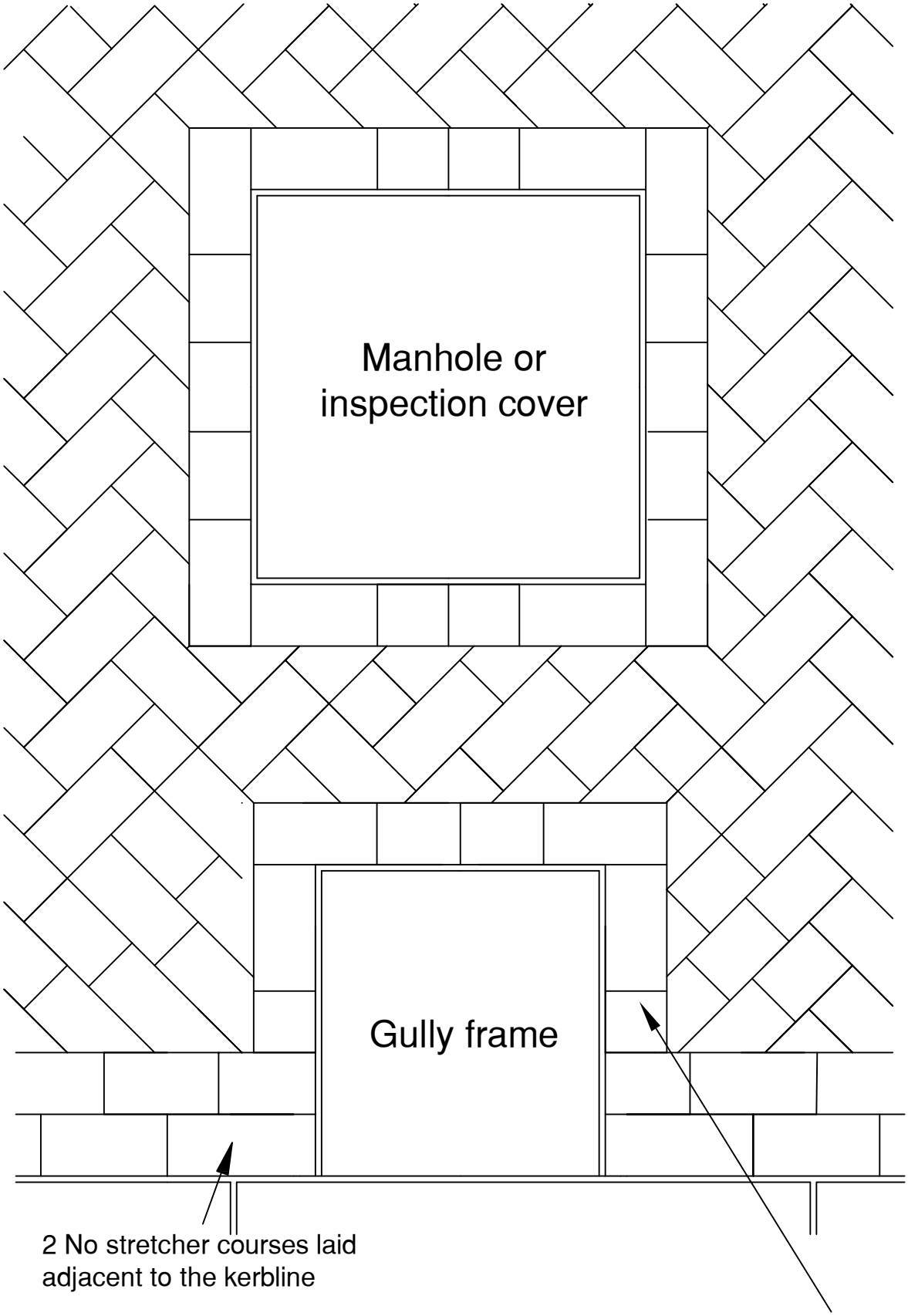
Section Through Junction X - X

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 6**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Blockwork - Details around Ironwork**



Note

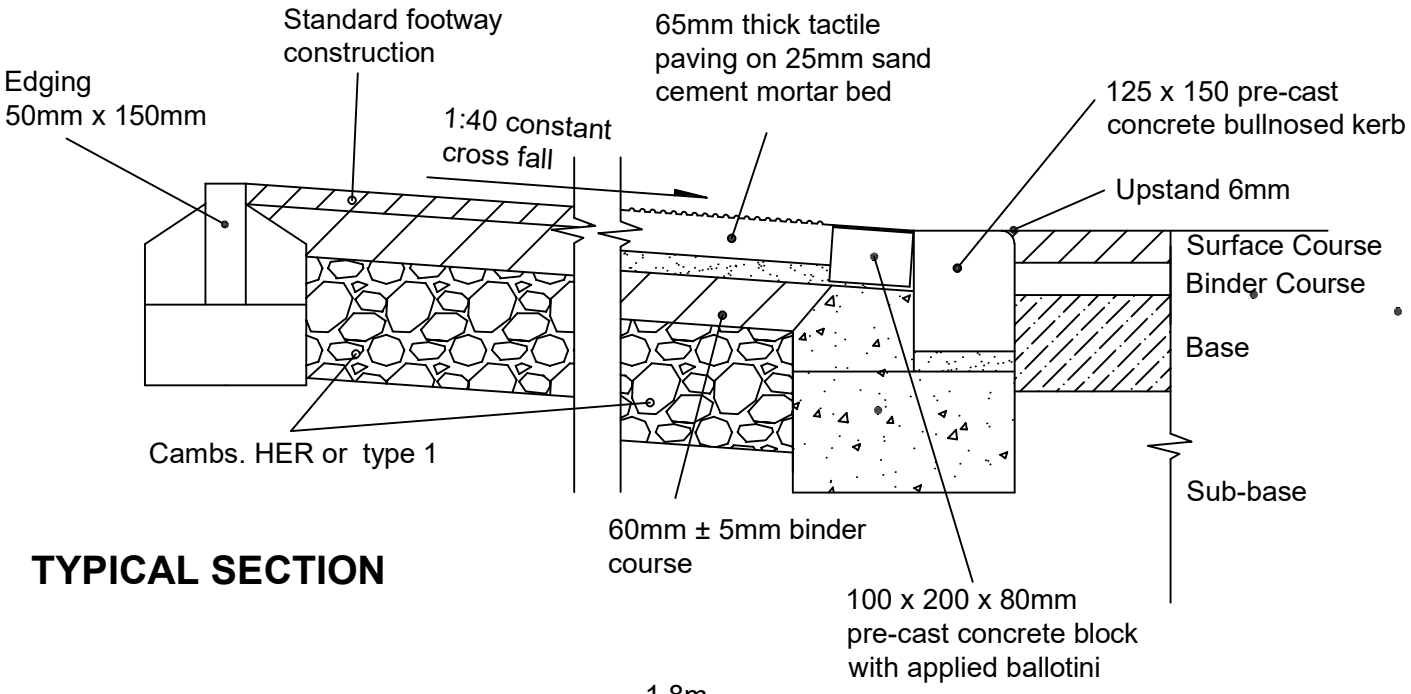
The minimunm allowable block size is a quarter block, i.e. not less than 50mm in length.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 7**

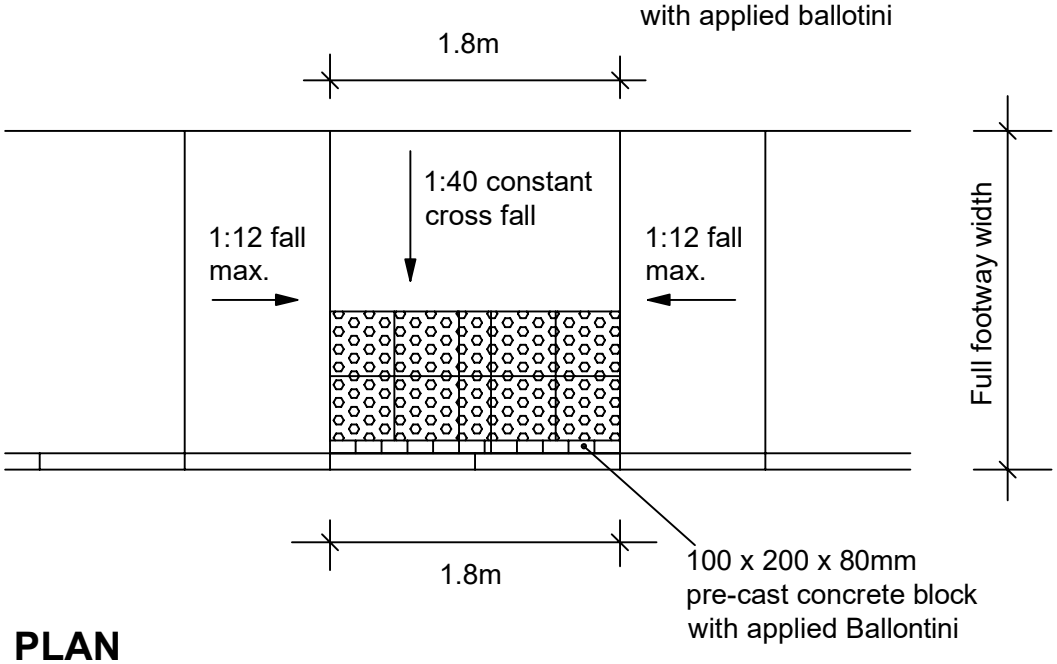
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Uncontrolled Pedestrian Crossing**



TYPICAL SECTION



TYPICAL PLAN

NOTES

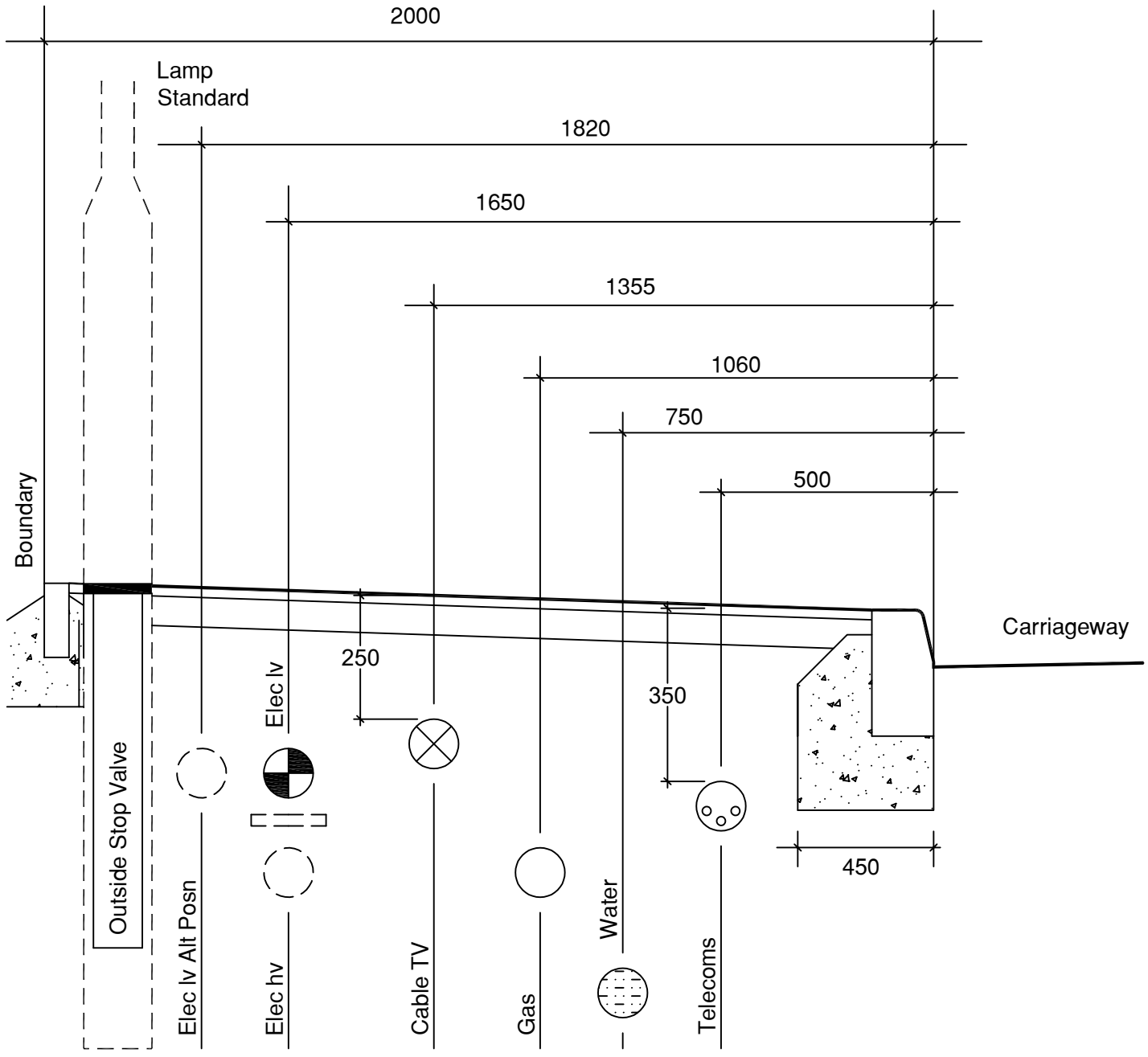
1. Depths of granular base are to be found in Appendix 10
2. Construction details for kerbs, edgings etc., are to be found in Appendix 4
3. Binder course to base of mortar bed to slabs be to Clause 18
4. Construction details for surface courses, binder courses and road base are to be found in Appendix 10
5. The back edge of the footway is to follow the kerb line to maintain a constant crossfall of 1:40. The longitudinal fall to the crossing across the length of the transition kerbs shall not exceed 1:12

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 8**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Public Utilities - Preferred Layout in footway**



Notes

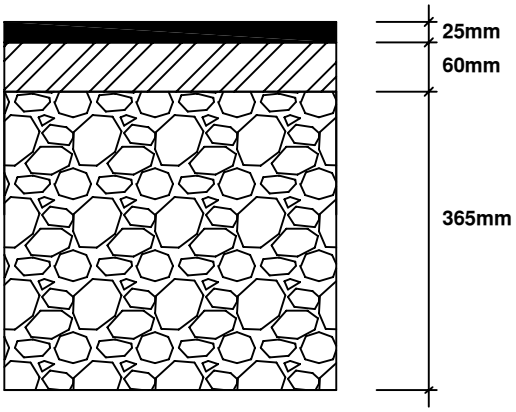
1. Preferred layout for mains in an 2000mm minimum width footway for new works, (where this width is to be provided as part of the approved layout).
2. The Developer's attention is drawn to the economic advantages of utilising "common-trenching" techniques for installation of services in footways wherever practicable.
3. The minimum depth of any service under the location of a proposed new access shall be 850mm to the crown of the duct/pipe
4. The developer will ensure that the service boxes to the Public Utilities plant are orientated so that they are in line with any blockwork areas, avoid dropped kerbs (of any type) and are in general straight to the kerb line.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 9**

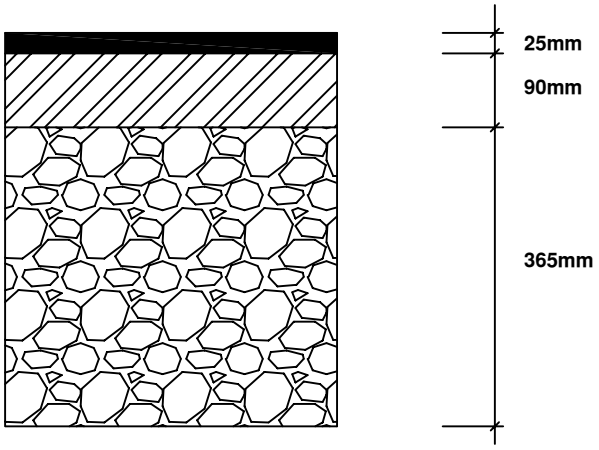
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE28 4YE

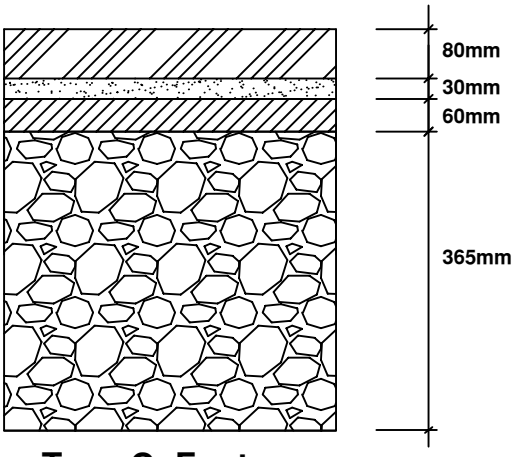
Job Title: **Footway/Cycleway Construction Alternatives**



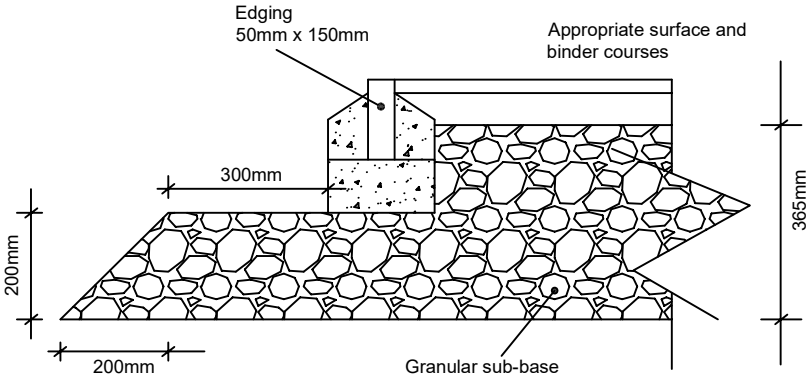
Type A: Footway, cycleway and Footpath



Type B: motor vehicle crossing footway/ cycleway



Type C: Footway



Layout of granular material below PCC edging

NOTES

1. Surface course to be in accordance with Part 18

2. Binder course to be in accordance with Part 19

3. Sub-base to be Specification for Highway Works Clause 803 Type 1 or Housing Estate Road Sub-base or compliant recycled material.

4. Bituminous materials shall be machine laid in accordance with Part 19

5. The formation shall be treated with and approved herbicide before construction commences.

6. The sub-base shall be laid on a 'needle punched' non-woven geofabric membrane

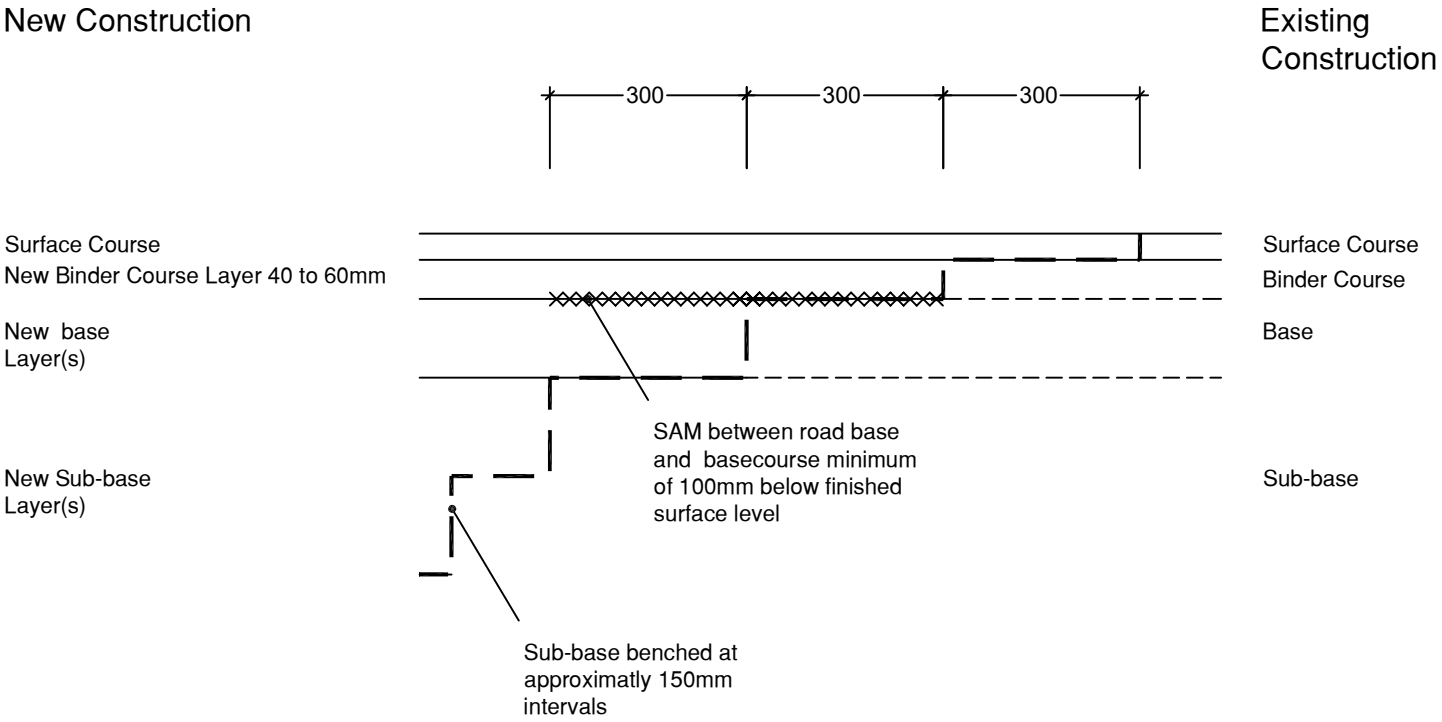
7. Blocks will be laid to a herringbone pattern and cut into boxes etc.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 10**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Stepped Construction Detail (Diagrammatic)**



Key

SAM (Stress Absorbing Membrane) to be either : Glasgrid Mesh or Colas preformed SAM or TOK Paving Tape.

Boundary between New and Existing Construction

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 11**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Drainage - Nomograph for Design**

Discharge and Velocity Flow for Round Pipes

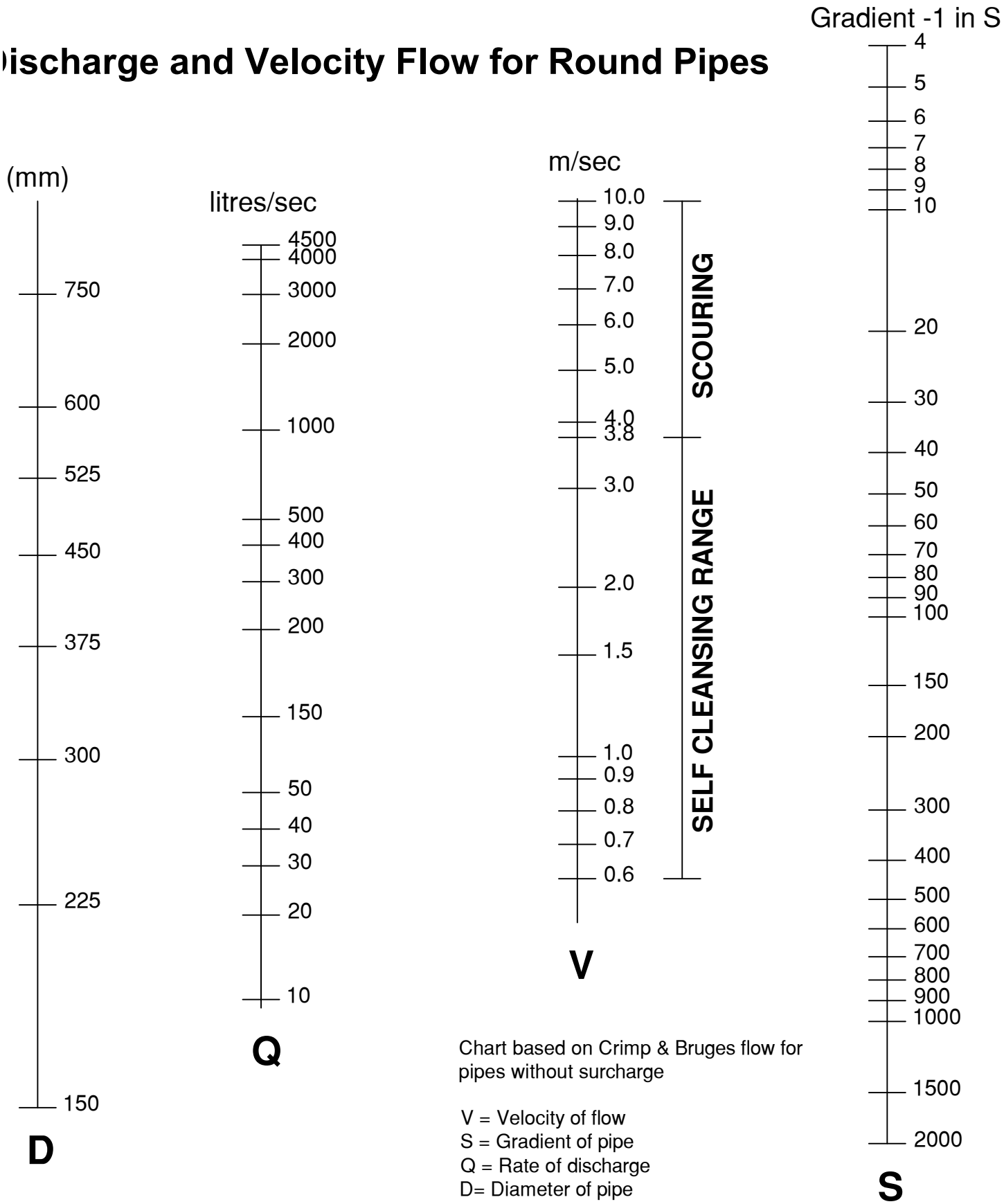


Chart based on Crimp & Bruges flow for pipes without surcharge

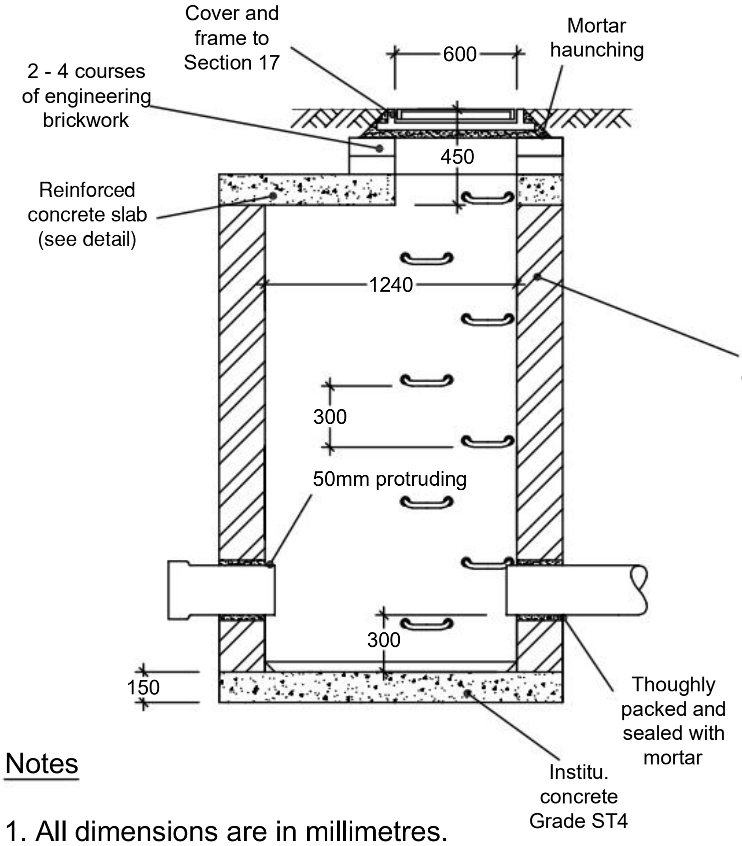
V = Velocity of flow
S = Gradient of pipe
Q = Rate of discharge
D= Diameter of pipe

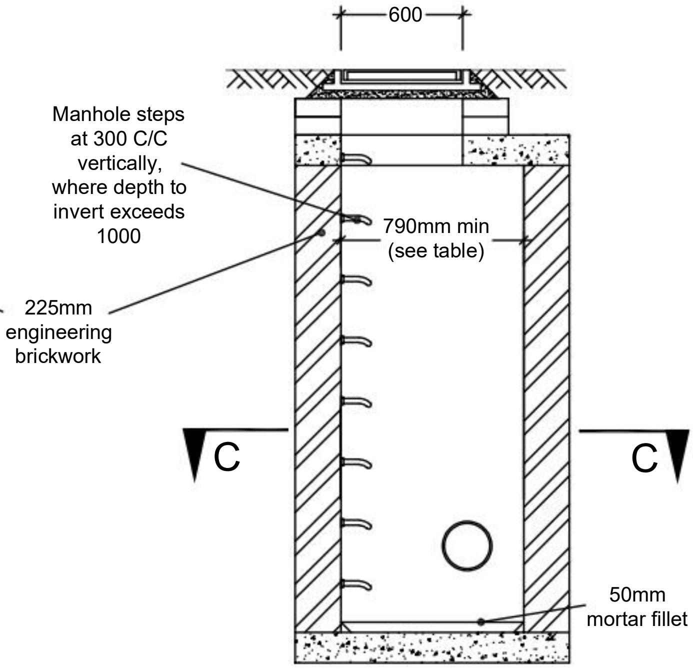
Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 12**

Cambridgeshire County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

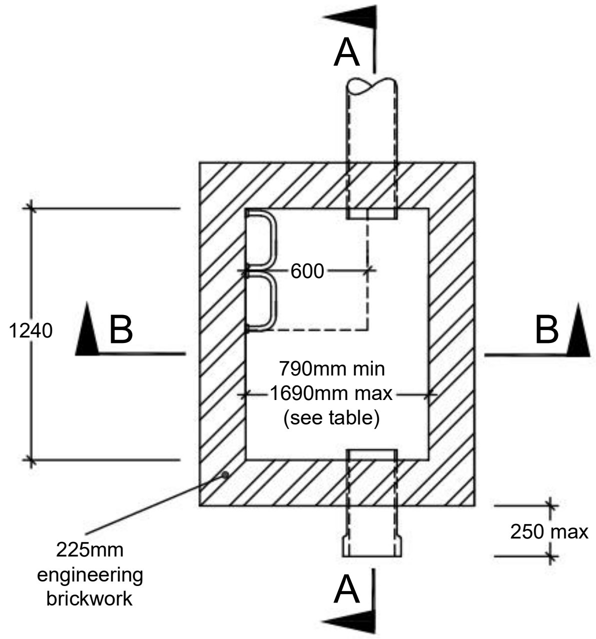
Job Title: **Drainage - Catchpit Manhole Details - Brick Type**





Notes

1. All dimensions are in millimetres.
2. Excess excavation backfill to be C7.5.



MANHOLE COVER SLAB

Concrete Grade -class 40/20 cover to reinforcement 50mm surface finish Class F2

w- T12-02-125B   y- T16-04-125B
x- T16-03-125B   z- T12-01-125B

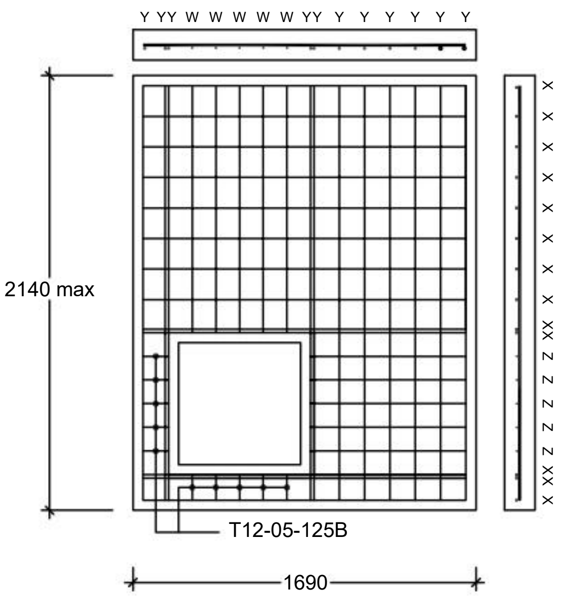


Table of dimensions

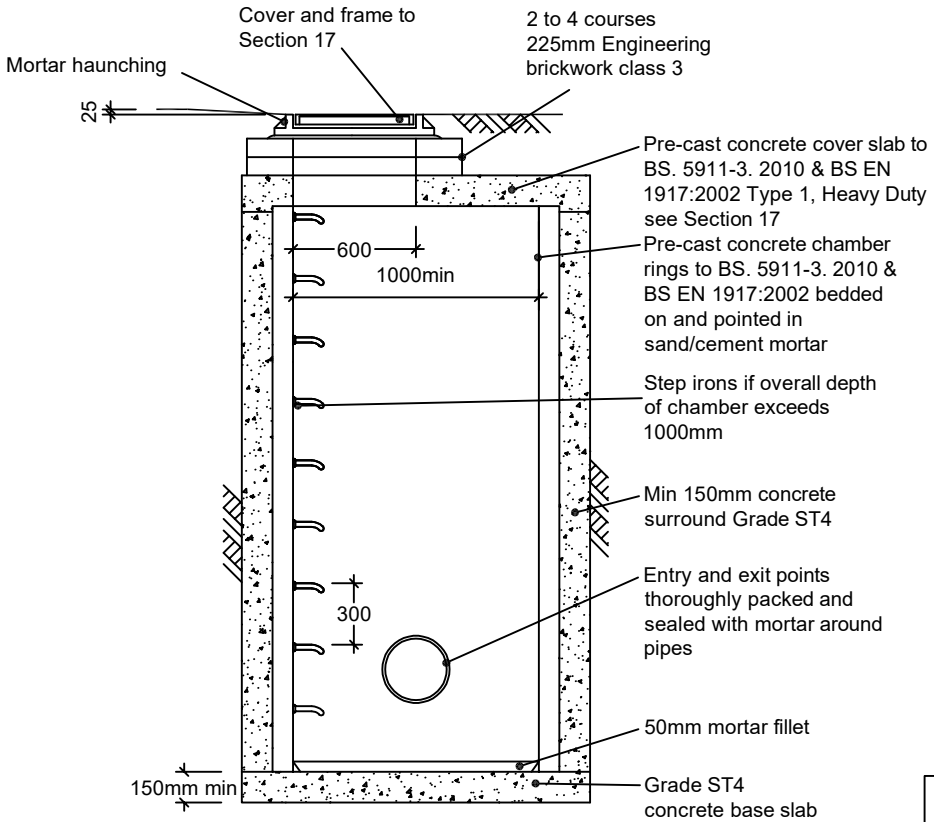
Internal dia. of outlet pipe (mm)	Min Internal width of brick manhole (mm)
150	790
225	900
300	900
375	1010
450	1125
525	1125
600	1240
675	1350
750	1350
825	1450
900	1575
975	1575
1050	1690

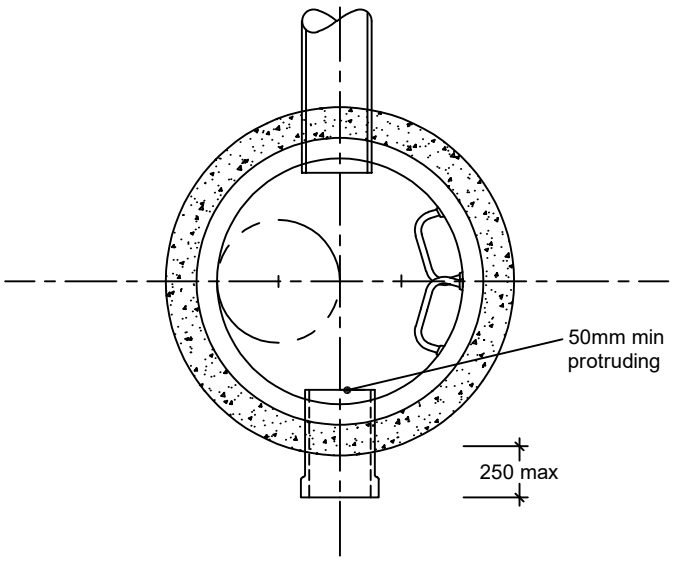
Date: **2022** | Scale: **N.T.S.** | Drawing No : **APPENDIX 13**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Drainage - Manhole Details - Precast Concrete Type**





Internal dia. of outlet pipe (mm)	Internal dia.precast concrete ring (mm)
150	1200
225	1200
300	1200
375	1200
450	1200
525	1350
600	1350
675	1350
750	1350
825	1500
900	1500
975	1800
1050	1800

Table of dimensions

Notes:

Manhole rings, slab and ST 1 concrete to be made using sulphate resisting concrete.

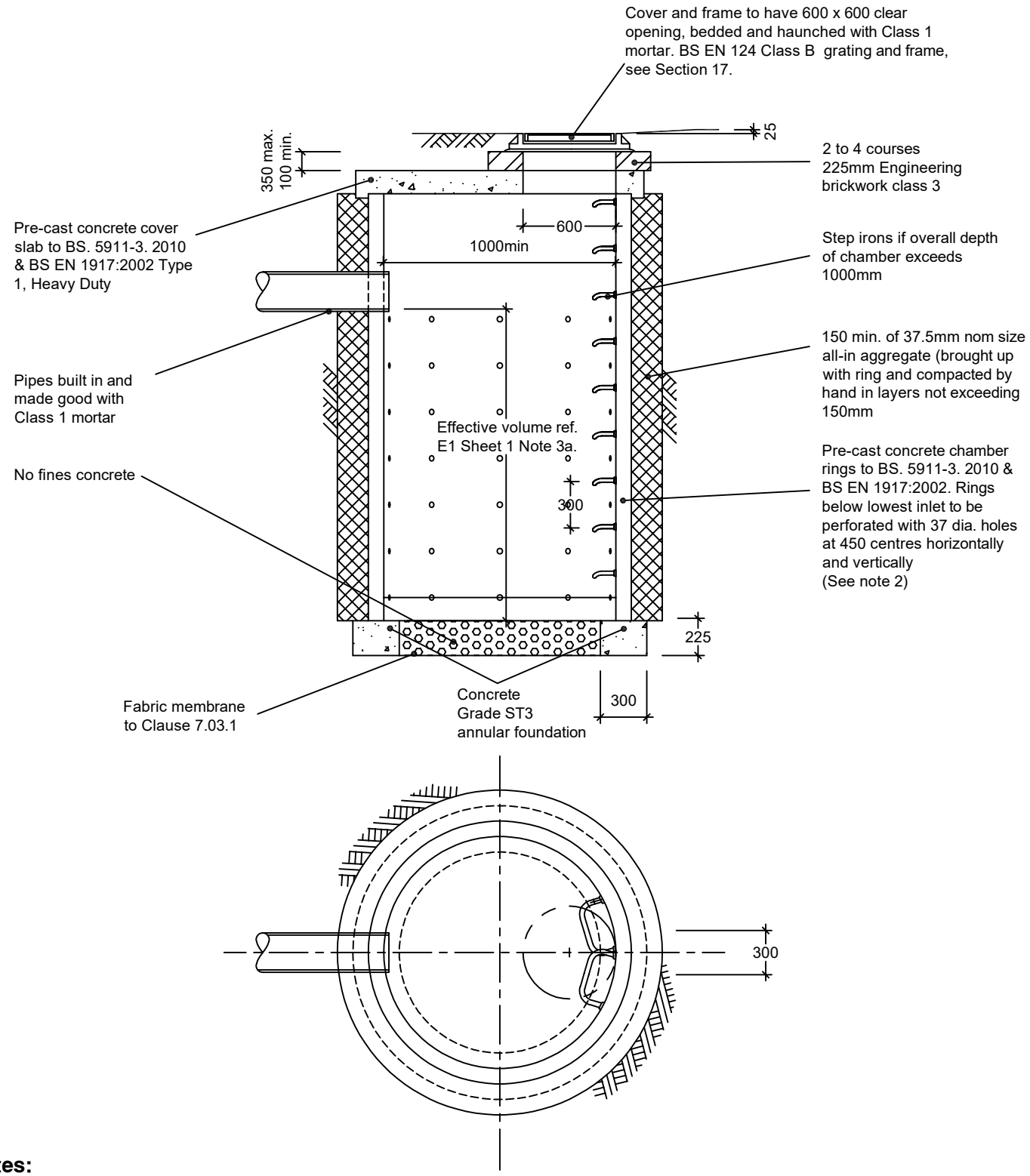
Excess excavation concrete backfill to be ST 1 concrete

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 14**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Drainage - Soakaway Chamber Details**



Notes:

1. Manhole rings, slab and ST3 concrete to be made using sulphate resisting concrete.

2. At least one perforated ring must be provided, with more perforated segments required to match depth of permeable strata up to the pipe invert.

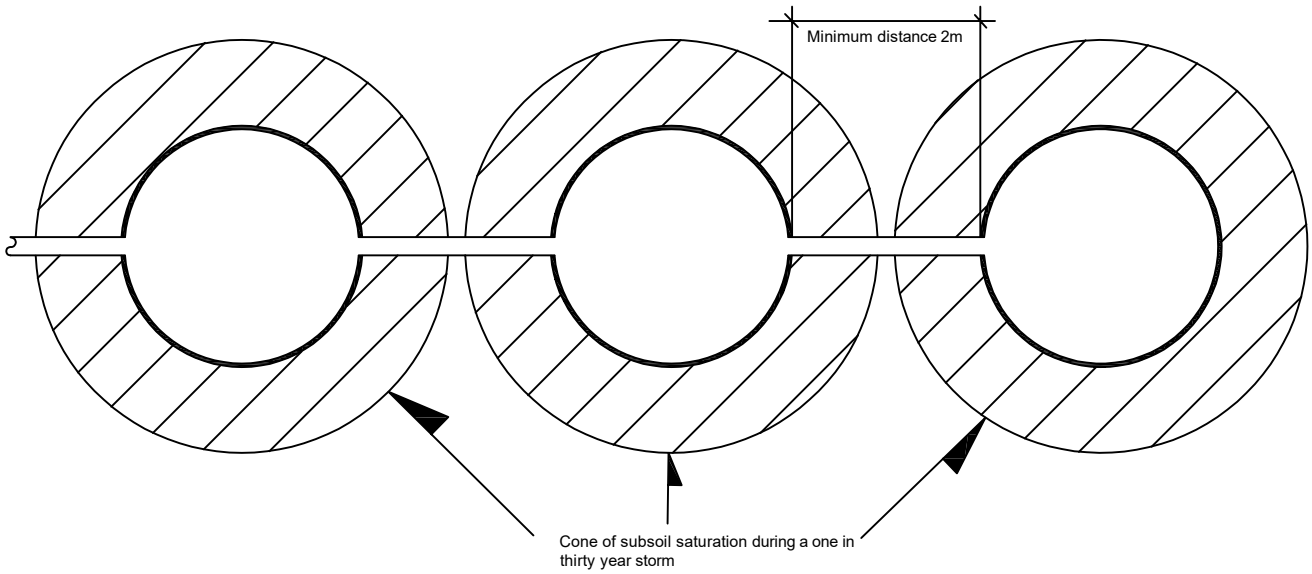
Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 15**

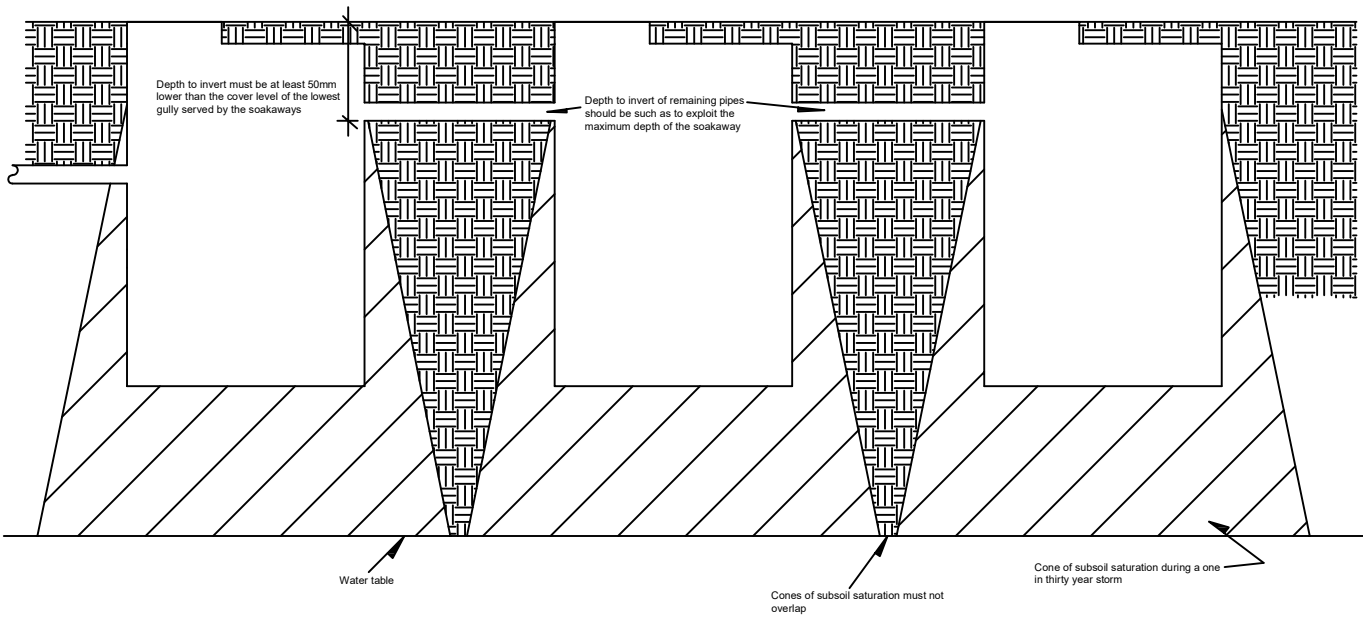
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alocnbury Weald PE23 4YE

Job Title:

Linked Soakaways diagrammatic layout





1. The maximum number of soakaways that will be permitted to be linked is three

2. All soakaways must be located at least 5m away from the existing/ proposed carriageway/shared surface of the adopted public highway

3. All soakaways must be situated within the proposed adopted public highway

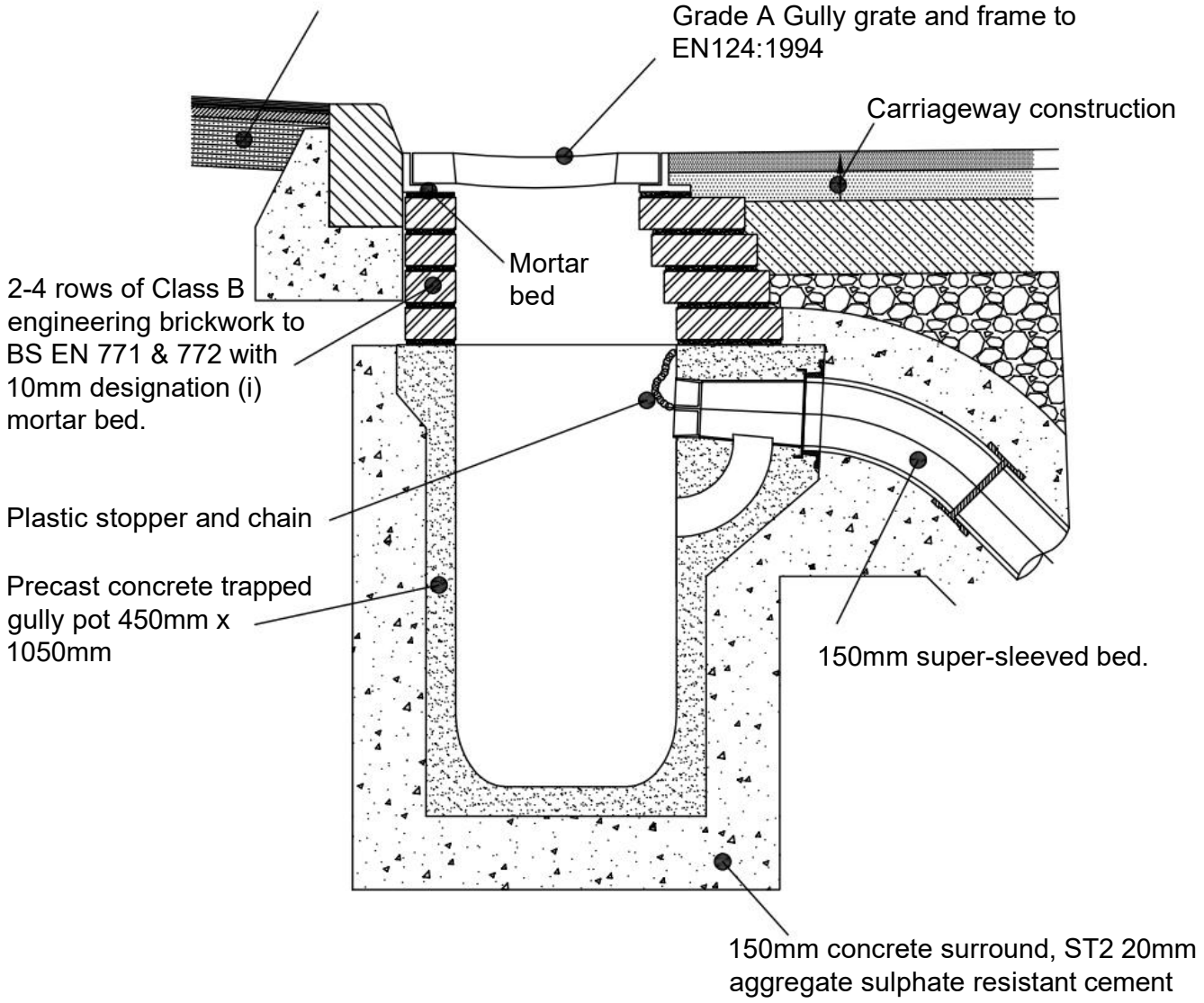
Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 16**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Drainage - Trapped Carriageway Gully**

Footway construction



NOTES

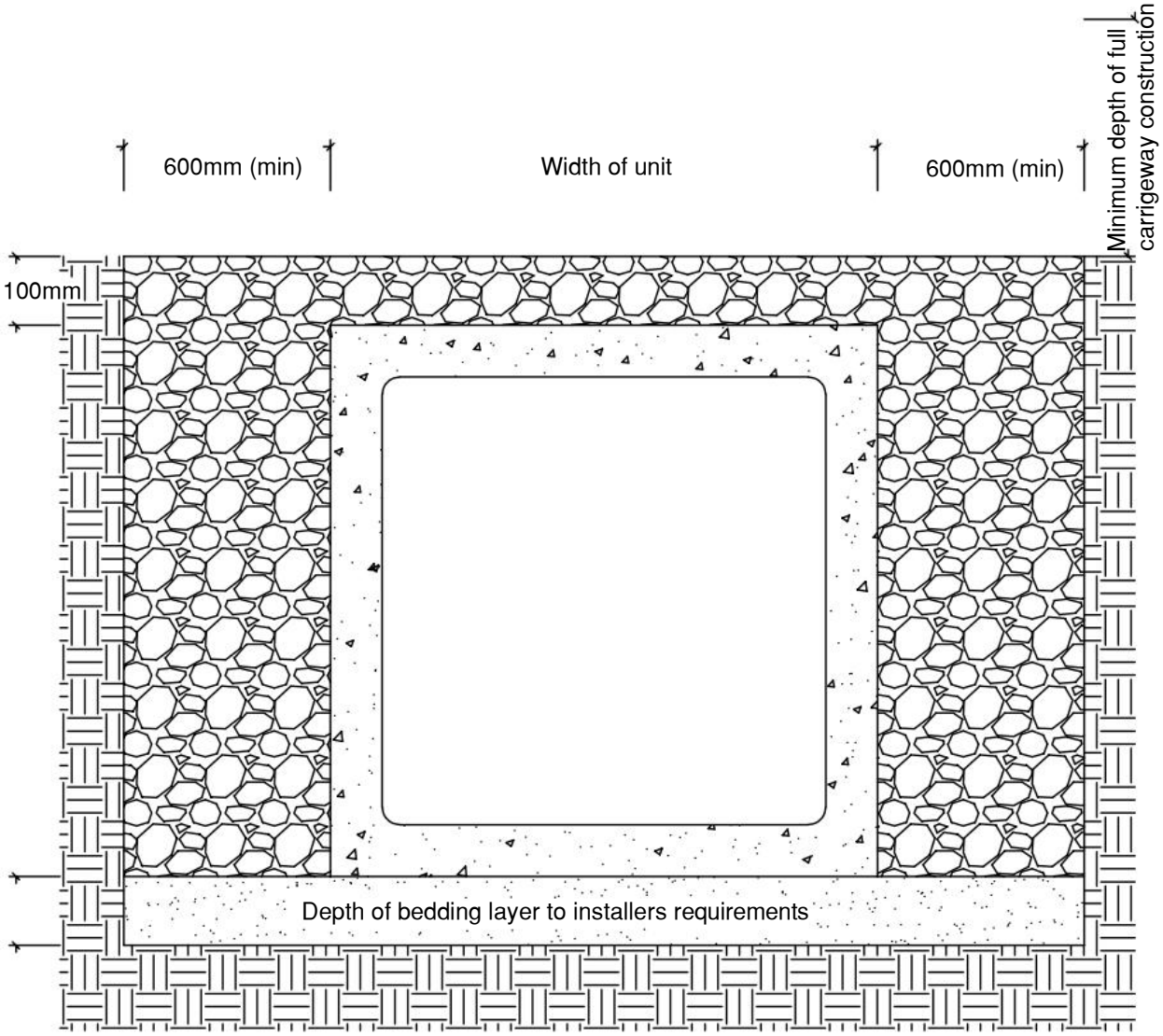
1. Gully pot and outlet pipe to a depth of 1.2m to be surrounded in 150mm ST2 concrete.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 17**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Box culvert section under adopted public highway**



Notes

1. The sides and base of the excavation shall be trimmed, leveled and shaped so that there are no under cuts, irregular slopes, bows or similar disruptions .

2. The back fill to the side of the box culvert and the capping layer to the highway construction shall be a 6N material.

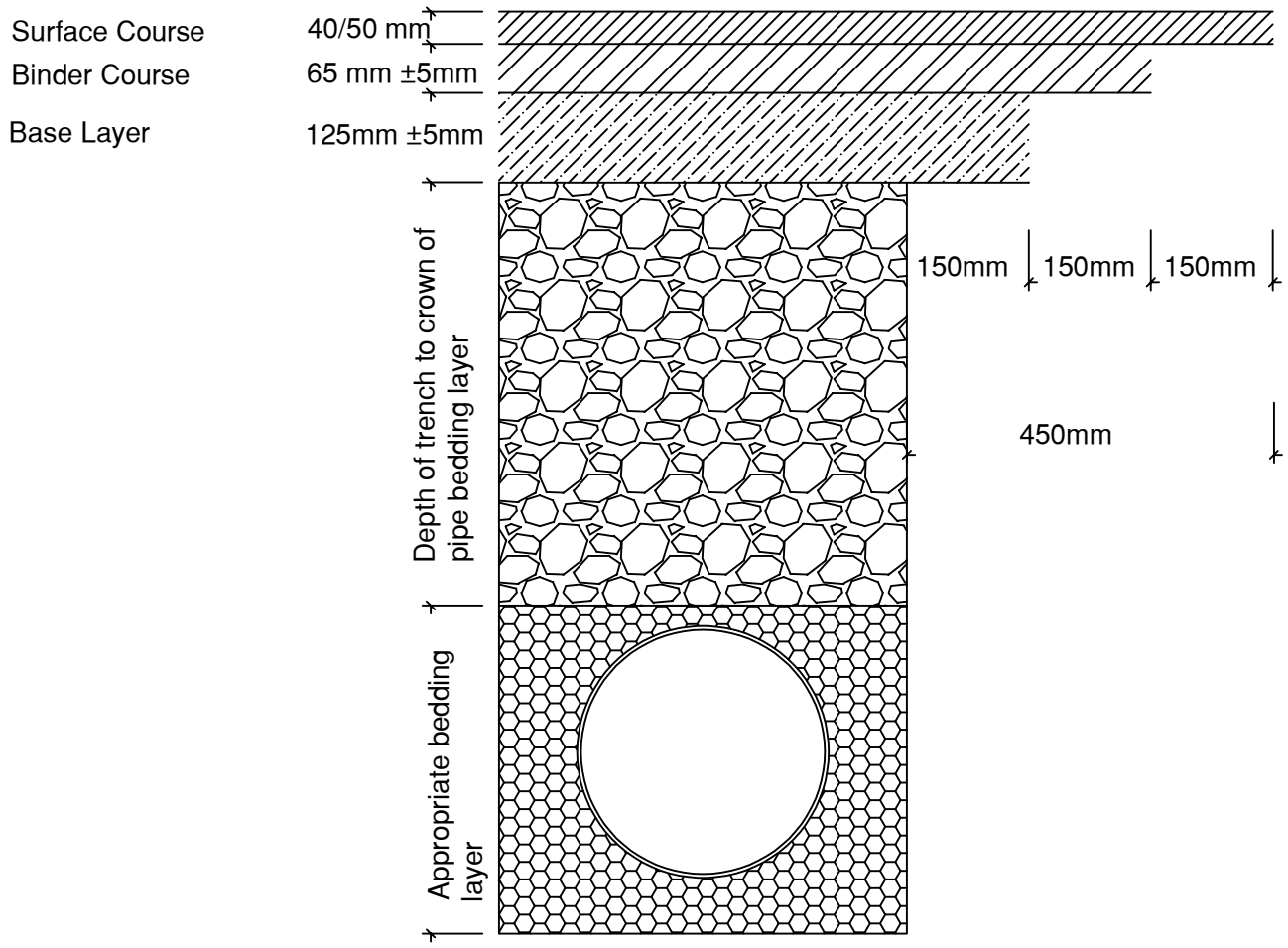
3. The top of the box culvert shall be at least 100mm below the lowest level of the highway construction material; this depth will be dependant on the CBR values of the site. The capping shall be a 6N material.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 18**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: Trench reinstatement in existing adopted public highway only



Notes

1. The stepping of the reinstatement shall be undertaken on both sides of the trench.

2. The edges of the reinstatement shall be sealed using hot pitch with a minimum width of 40mm.

3. The total bound bituminous or asphalt thickness must be at least 215mm.

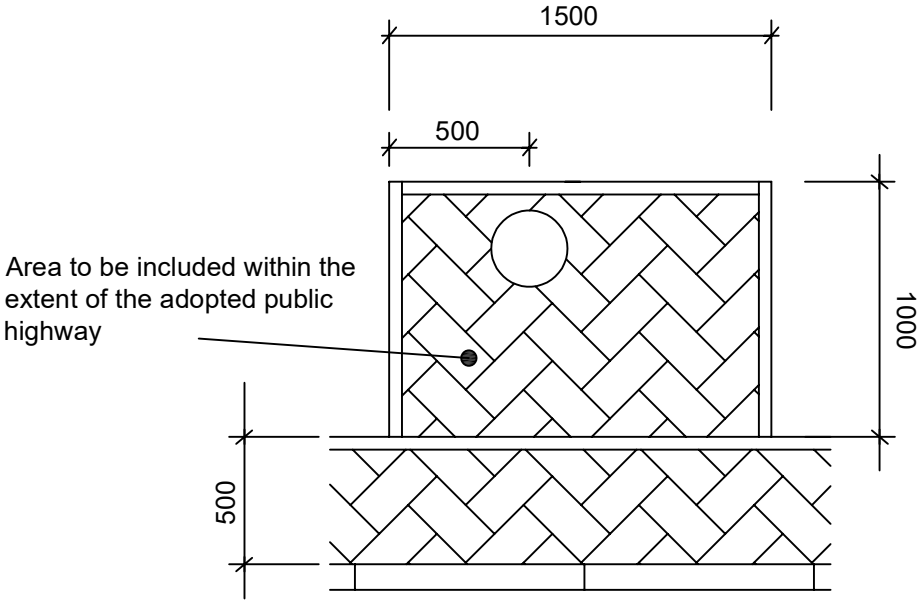
4. The pipe bedding shall comply with Manual of Contract Documents for Highway Works Vol. 3 drawing F1, type Z if less than 1.2m from the highway surface or type S in all other cases. All backfill above the bedding layer shall be granular material to clause 803 laid in 150mm thick layers.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 19**

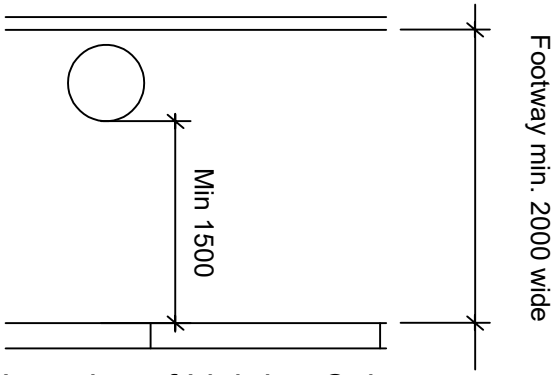
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

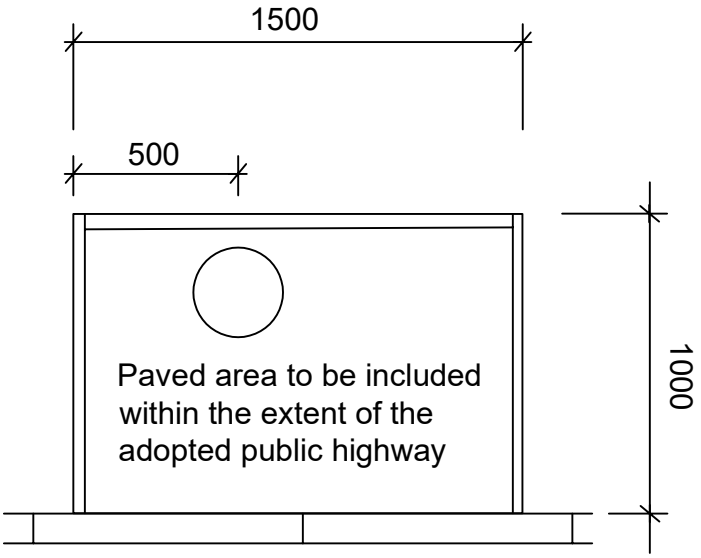
Job Title: **Typical Lighting Unit Positions**



Location of Lighting Column adjacent to a service strip



Location of Lighting Column within a footway



Location of Lighting Column within grass verge adjacent to carriageway

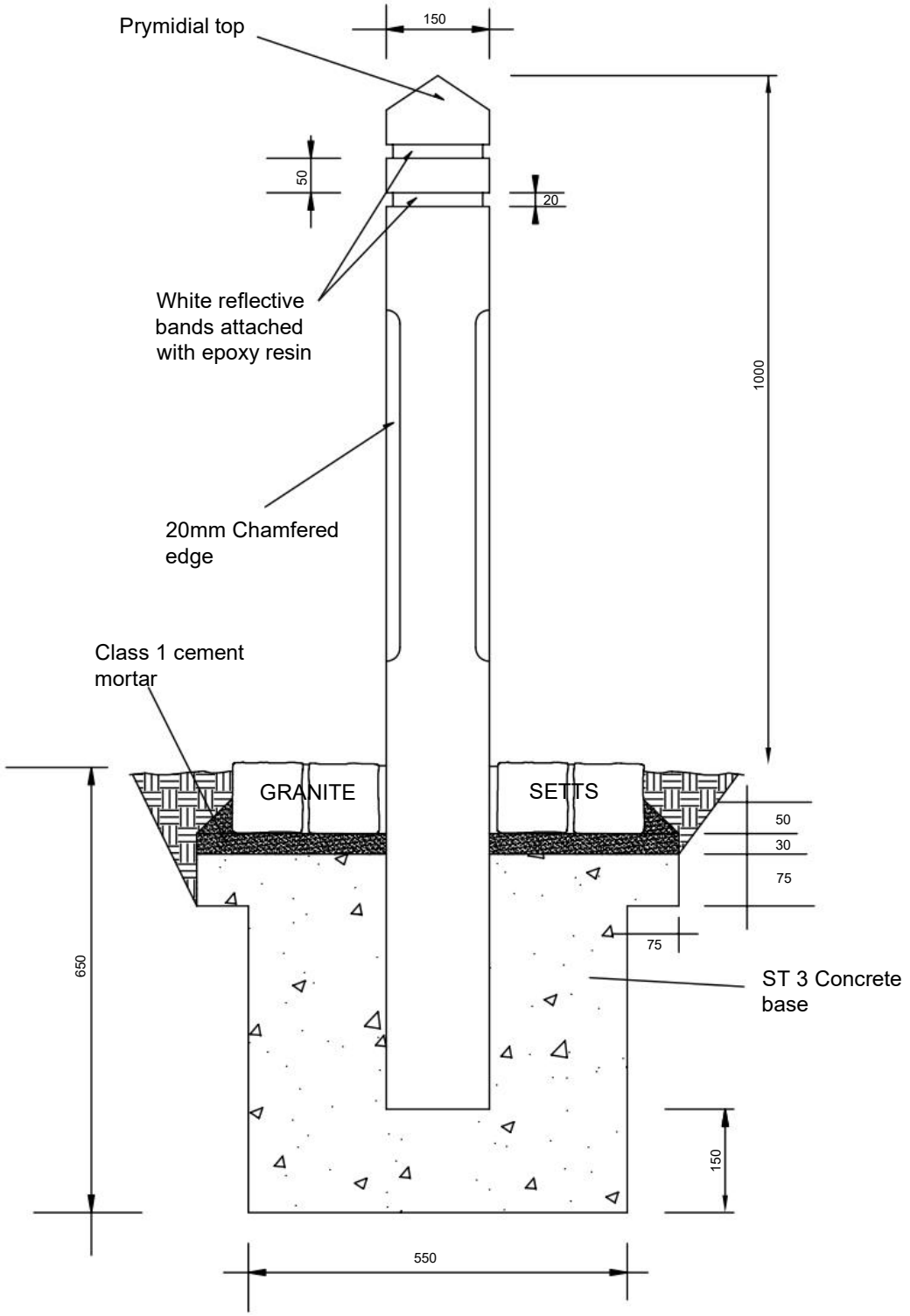
1. All doors to lighting columns must be positioned facing away from the on coming traffic, so that the operative faces the on coming traffic when working on the column

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 20**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Timber Bollard Detail**

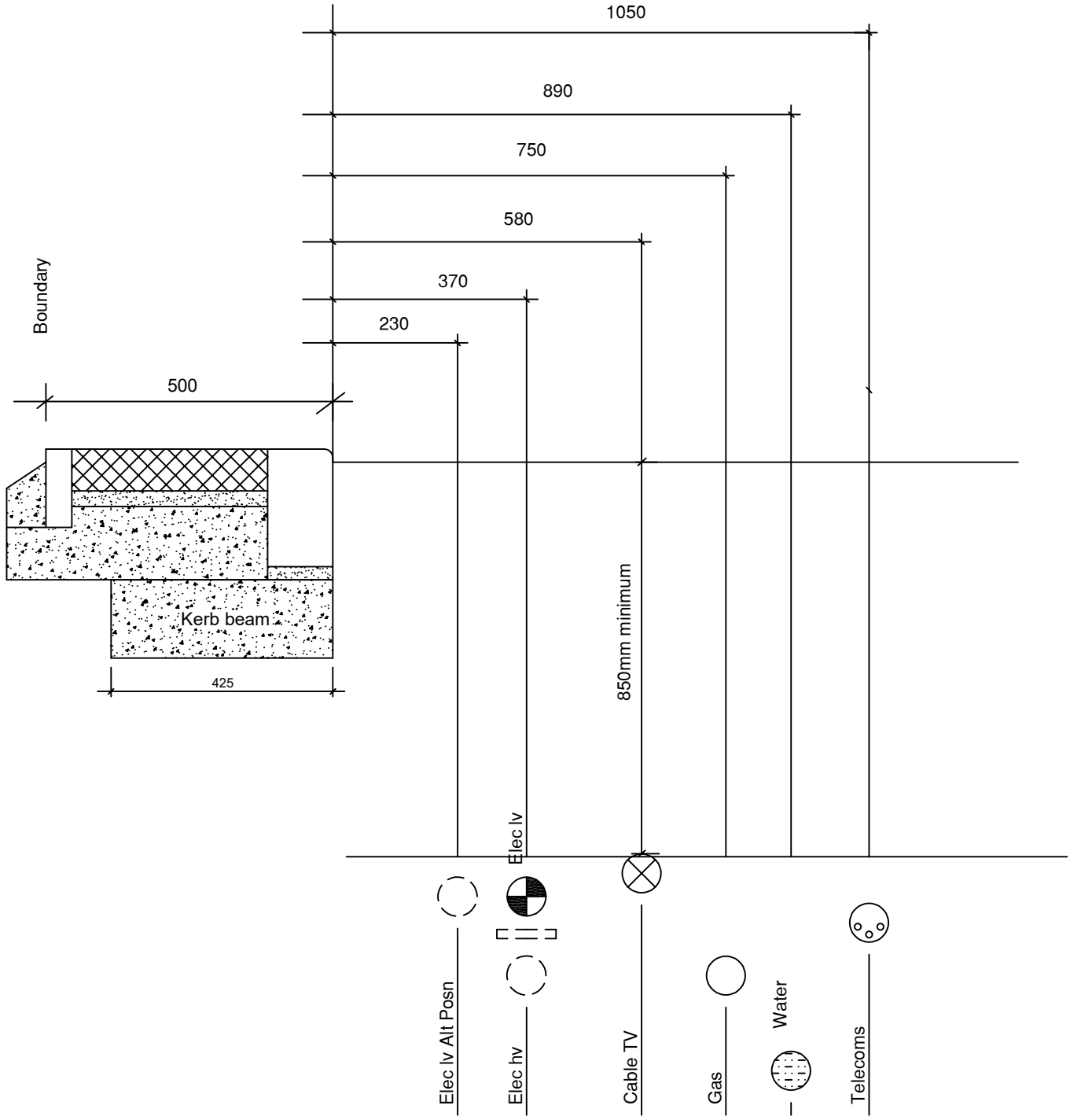


Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 21**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Public Utilities - Preferred Layout shared surface**



Notes

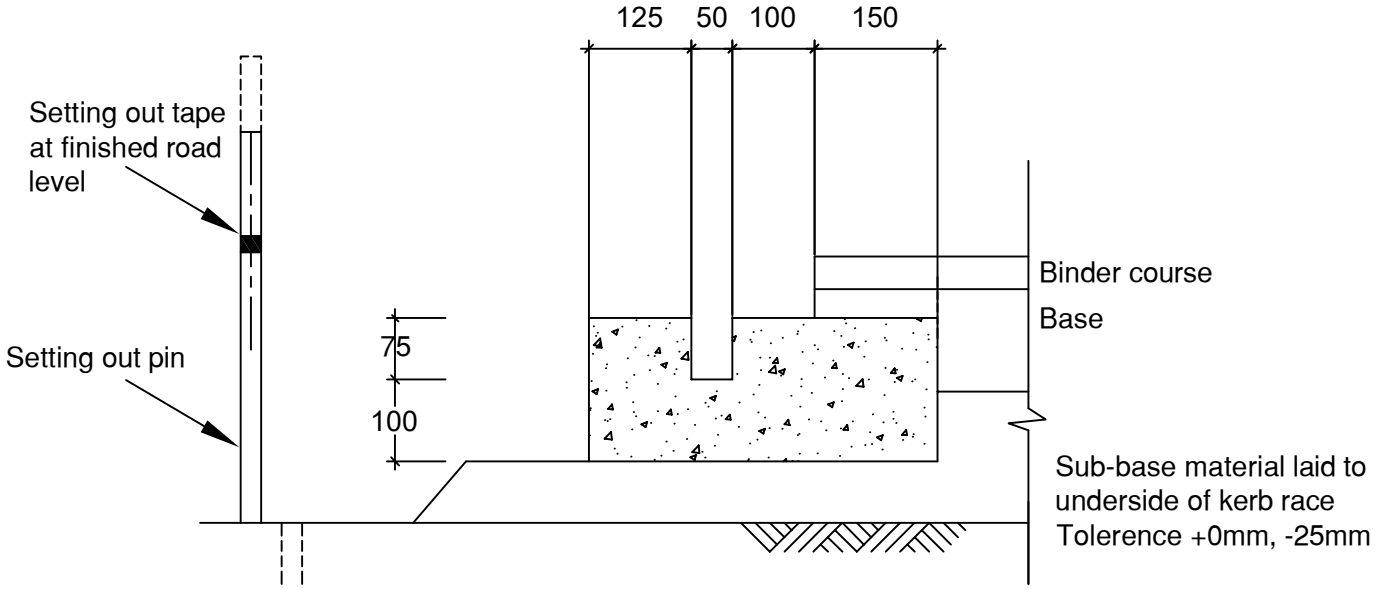
1. Preferred layout for mains in an 6000mm minimum wide shared surface for new works, (where this width is to be provided as part of the approved layout).
2. The Developer's attention is drawn to the economic advantages of utilising "common-trenching" techniques for installation of services wherever practicable.
3. The developer will ensure that the service boxes to the Public Utilities plant are orientated so that they are in line with any blockwork areas, avoid dropped kerbs (of any type) and are in general straight to the kerb line.

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 22**

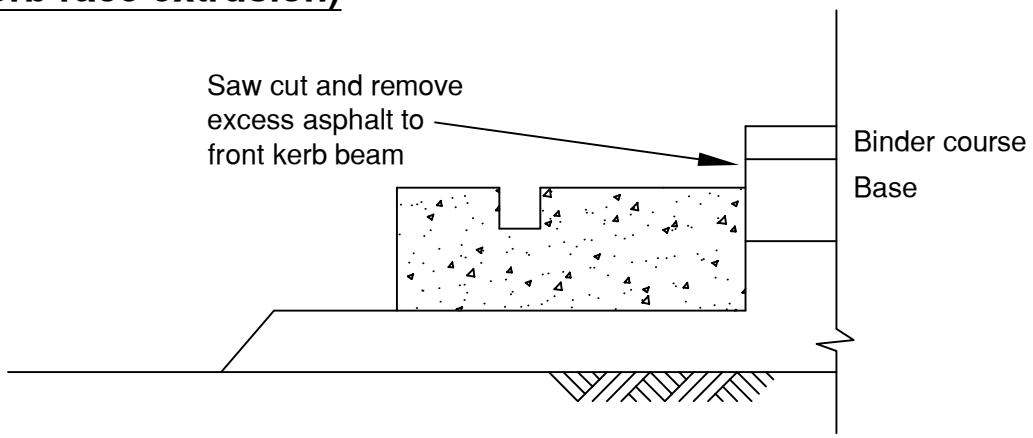
Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

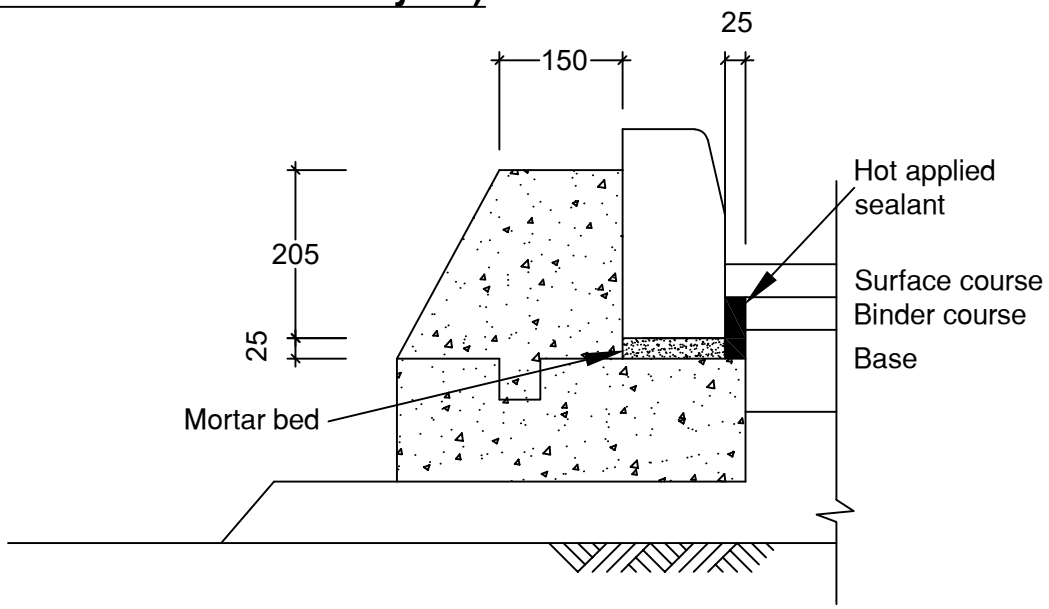
Job Title: **Extruded Kerb Beam**



Stage 1 (Kerb race extrusion)



Stage 2 (Cut back bituminous layers)



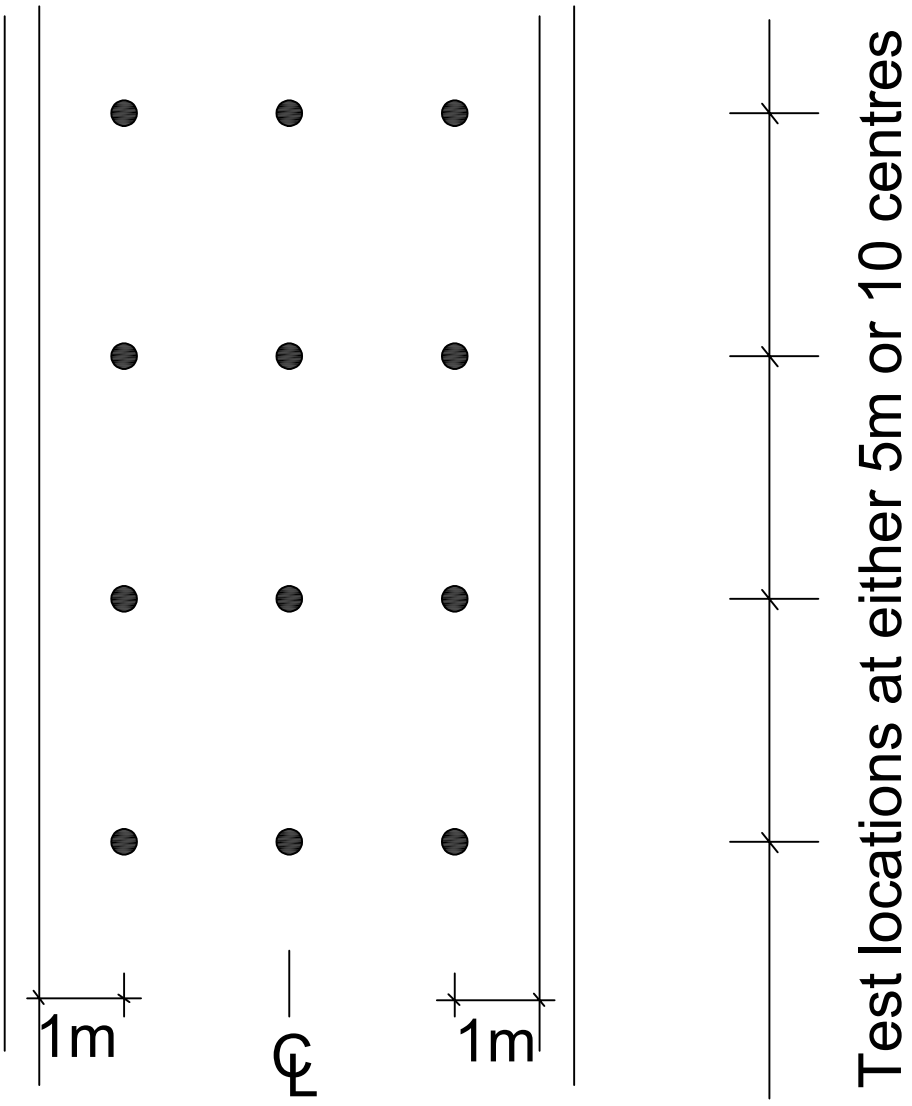
Stage 3 (Kerb, backing and sealing front of kerb)

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 23**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Pavement Foundation Testing Regime**

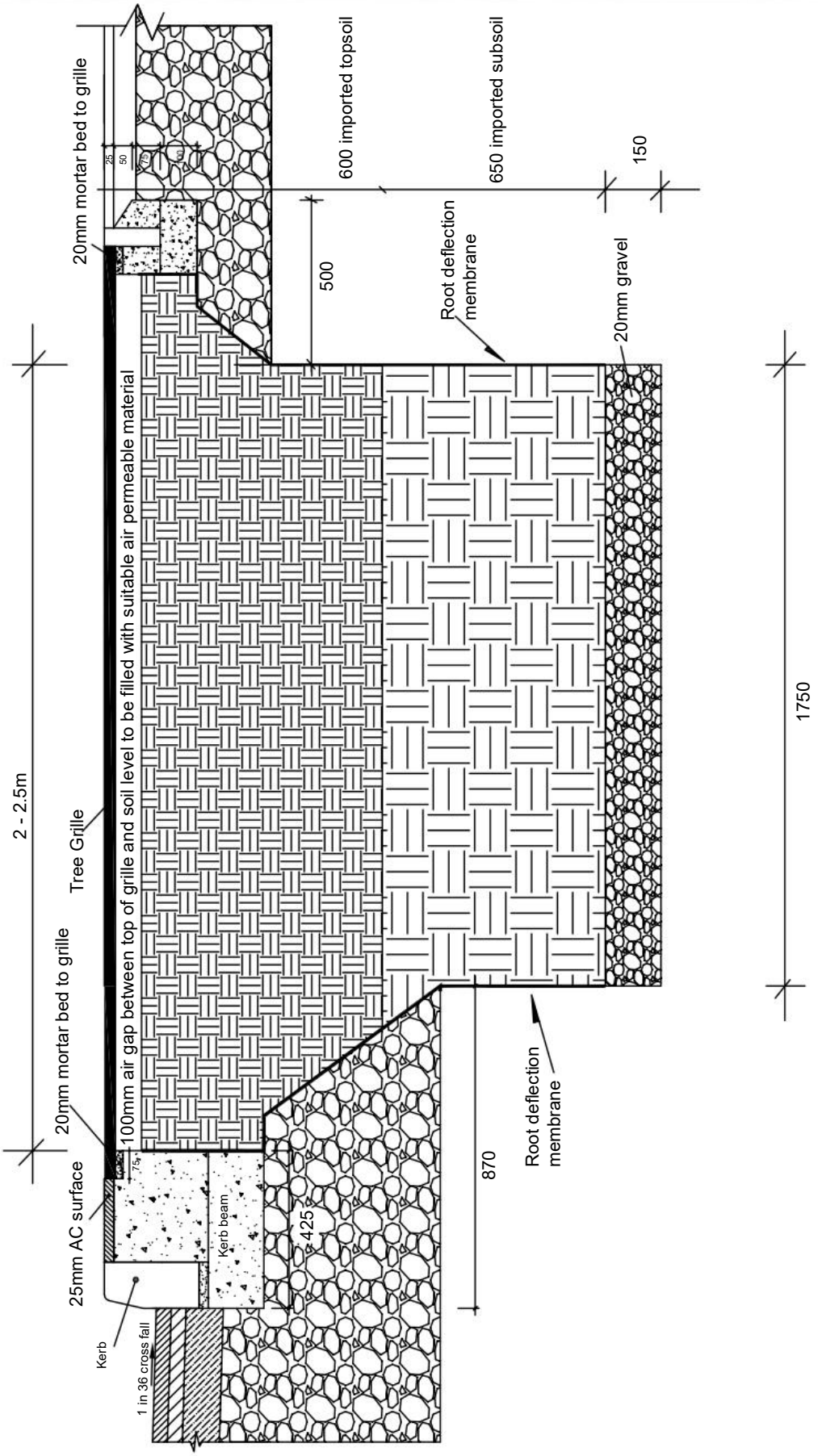


Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 24**

Cambridgeshire County Council

Place and Sustainability
New Shire Hall
Alaconbury Weald PE28 4YE

Job Title: **Tree pit in hard paving**

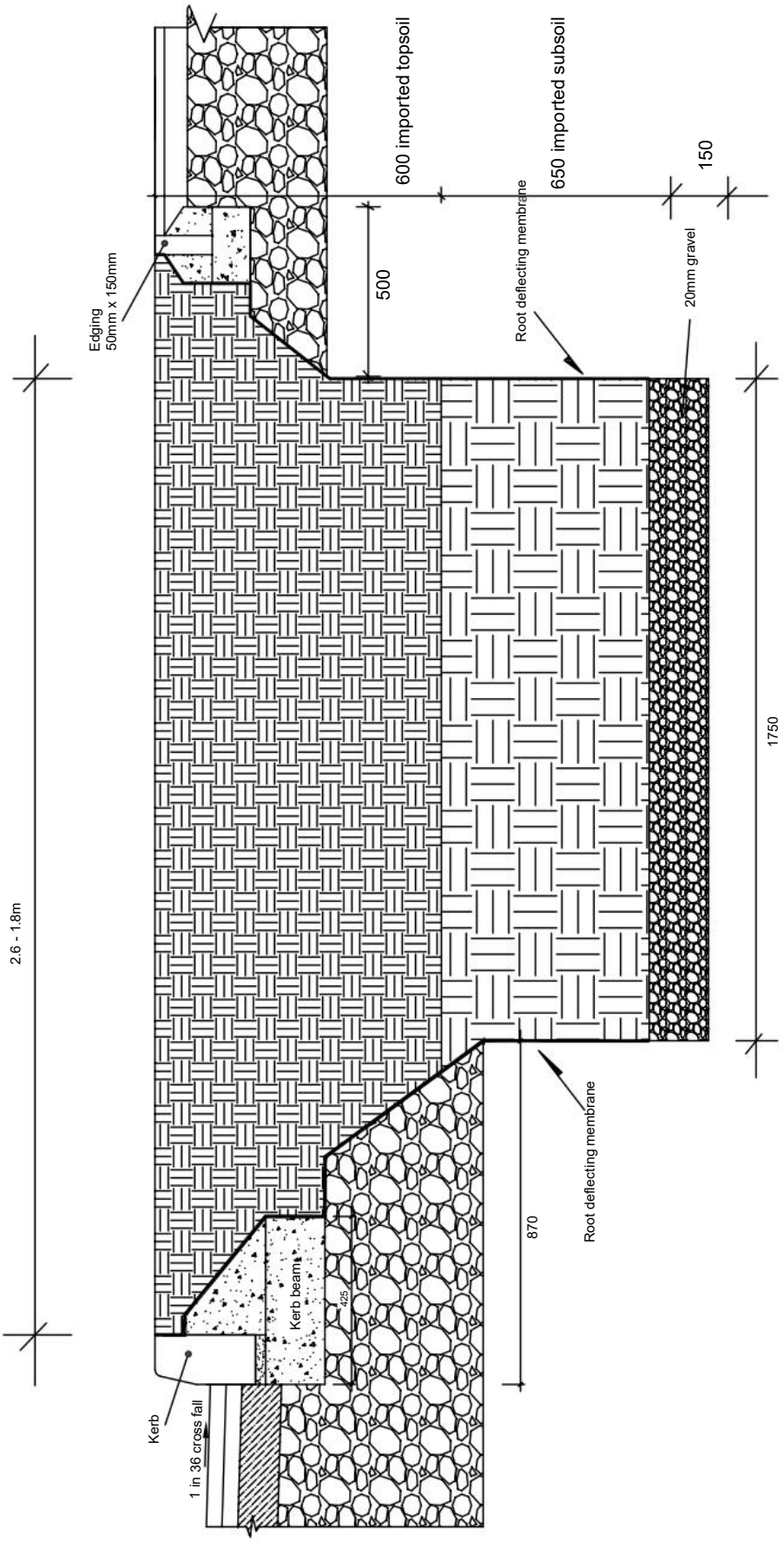


Date: **2022** | Scale: **N.T.S.** | Drawing No : **APPENDIX 25**

Cambridgeshire County Council

Place and Sustainability
New Shire Hall
Alaconbury Weald PE28 4YE

Job Title: **Tree pit in soft area**

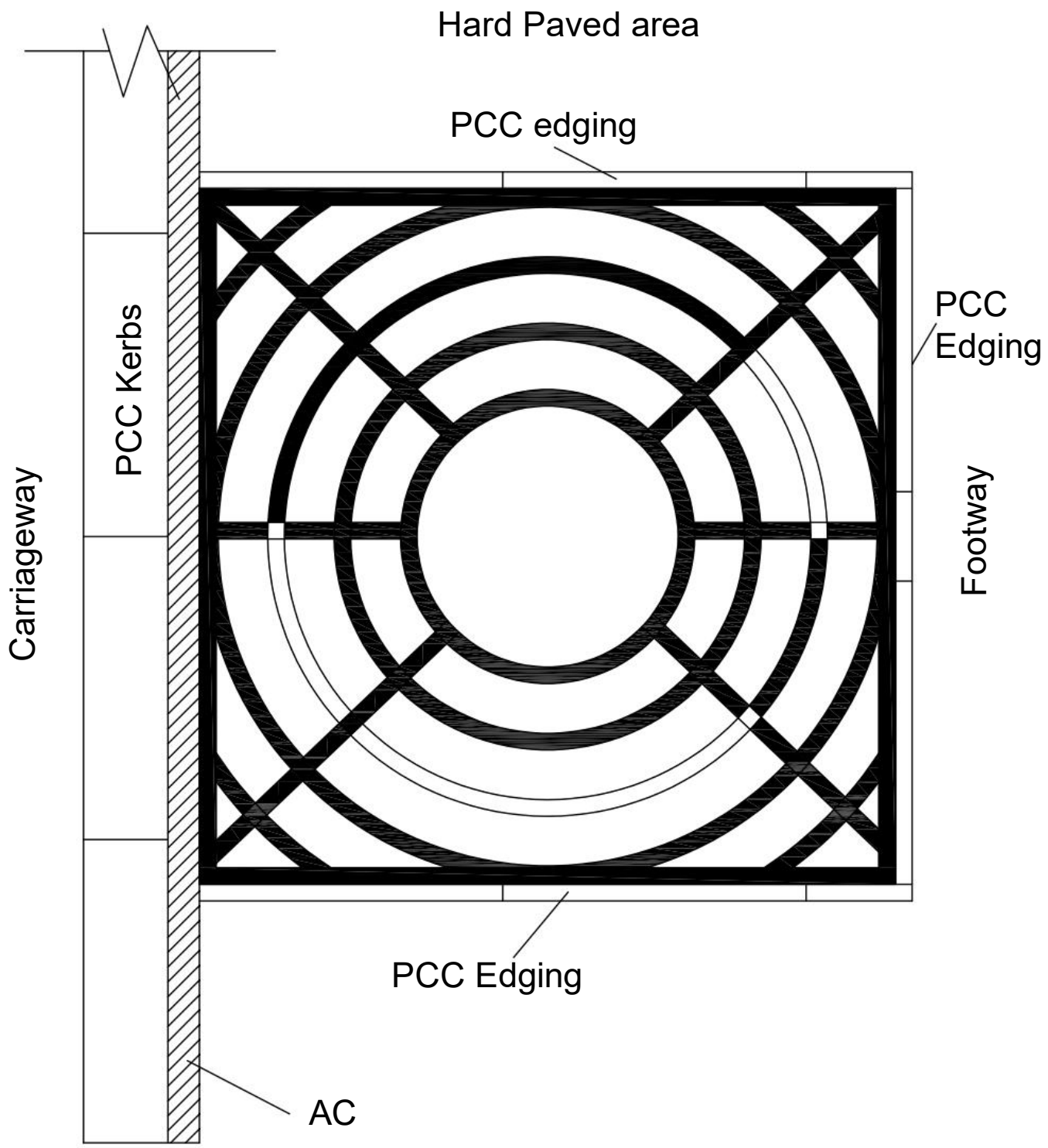


Date: **2022** | Scale: **N.T.S.** | Drawing No : **APPENDIX 26**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Tree Grille detail**



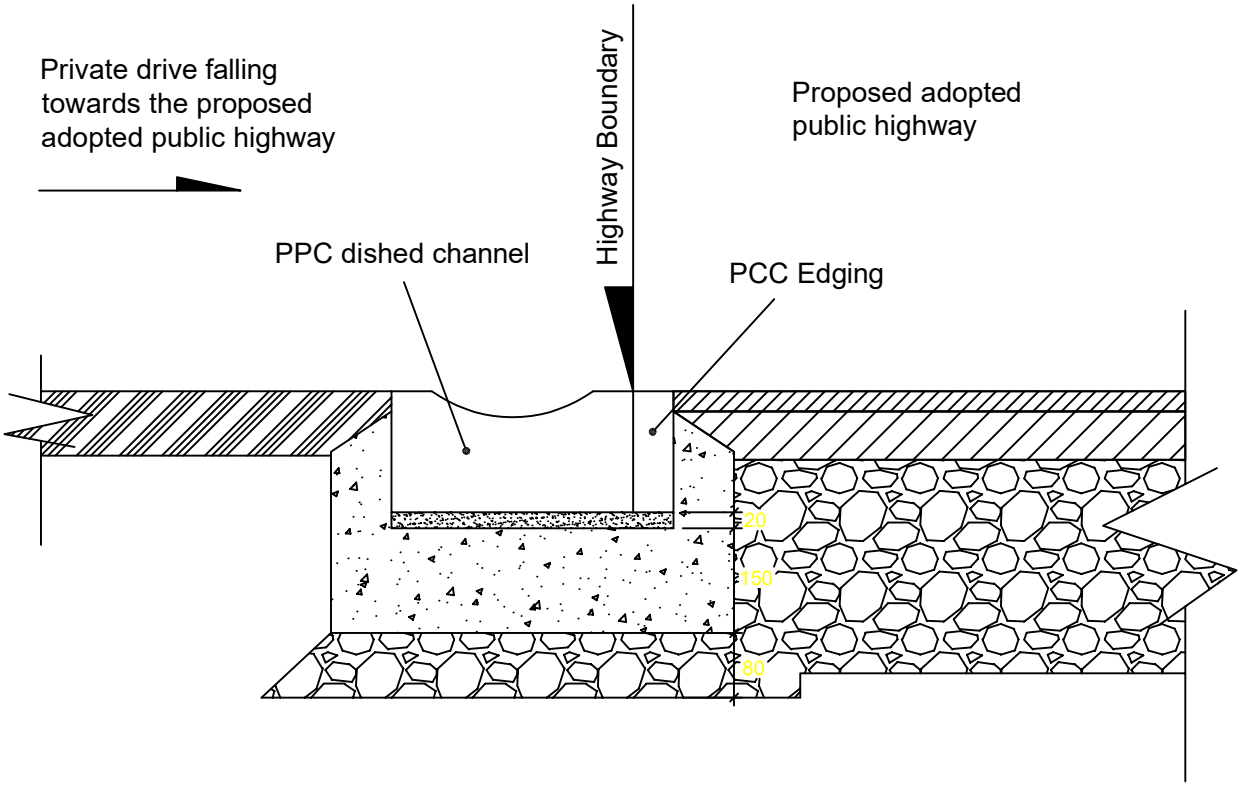
1. The tree grille must be at least 2 sq.m in area

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 27**

Cambridgeshire
County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Preferred private drive drainage detail**



Notes:

1. Dished channels shall be installed between any areas of private land that fall towards the proposed adopted highway

2. The precast concrete dished channel shall fall to a soakaway or piped connexion to the private system on the site, no private water will be permitted into or on to the proposed adopted public highway.

3. The dished channel shall be laid on 20mm of class 1 mortar to allow a suitable fall to be created.

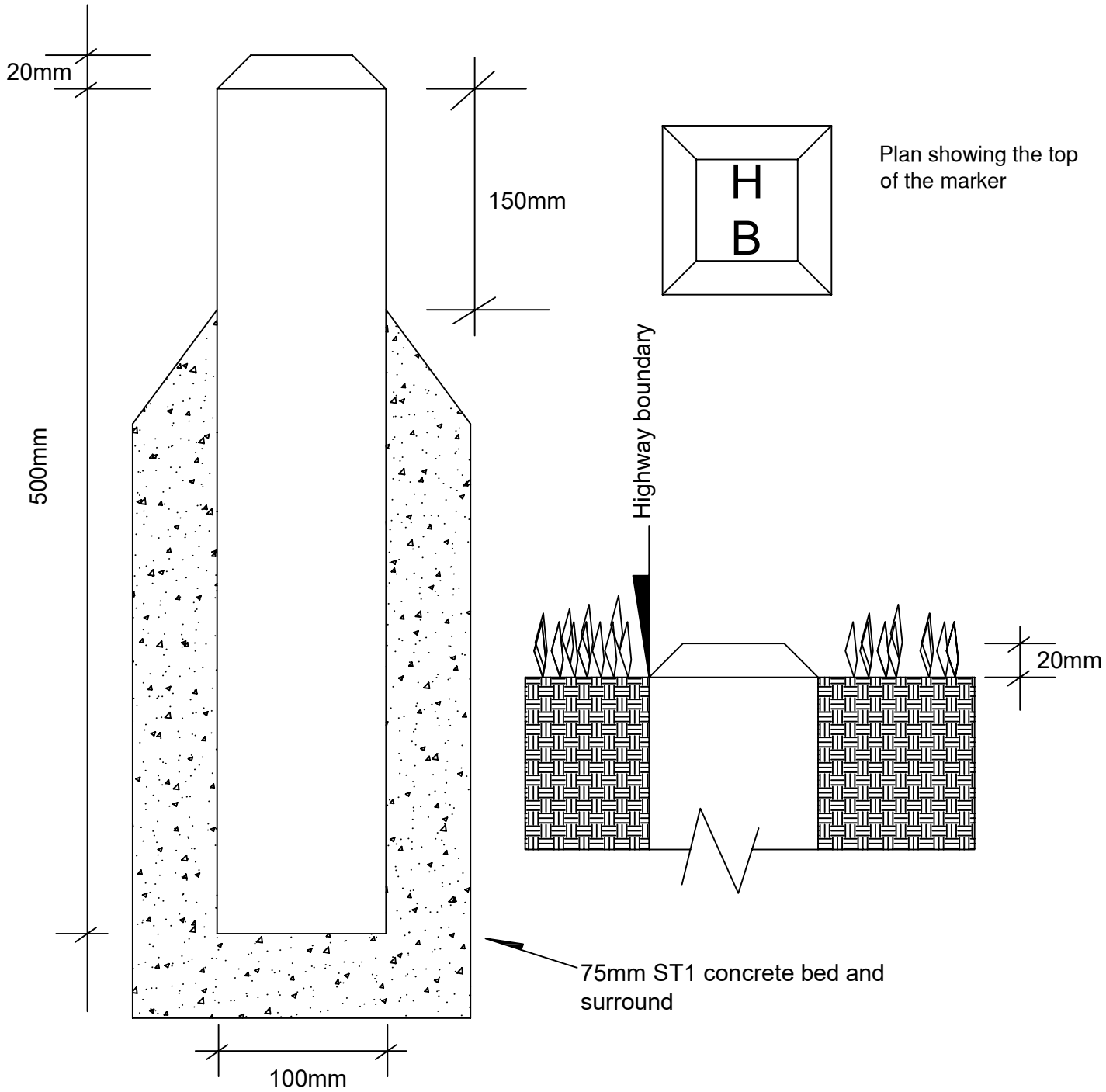
4. All dimensions are in millimetres

Date: 2022	Scale: N.T.S.	Drawing No : APPENDIX 28

Cambridgeshire County Council

Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **Highway Boundary marker (in soft)**



1. The boundary maker shall be manufactured in sulphate resisting pre-cast ST3 Concrete

2. The X height of the letters shall be 20mm and shall be written in Ariel Font with a minimum depth of 5mm

3. The boundary marker shall be installed so that it projects 20mm above the finished grass level in verge or soil level in a planting area.

Date: 2022	Scale: N.T.S.	Drawing No : APPENDIX 29

Cambridgeshire
County Council
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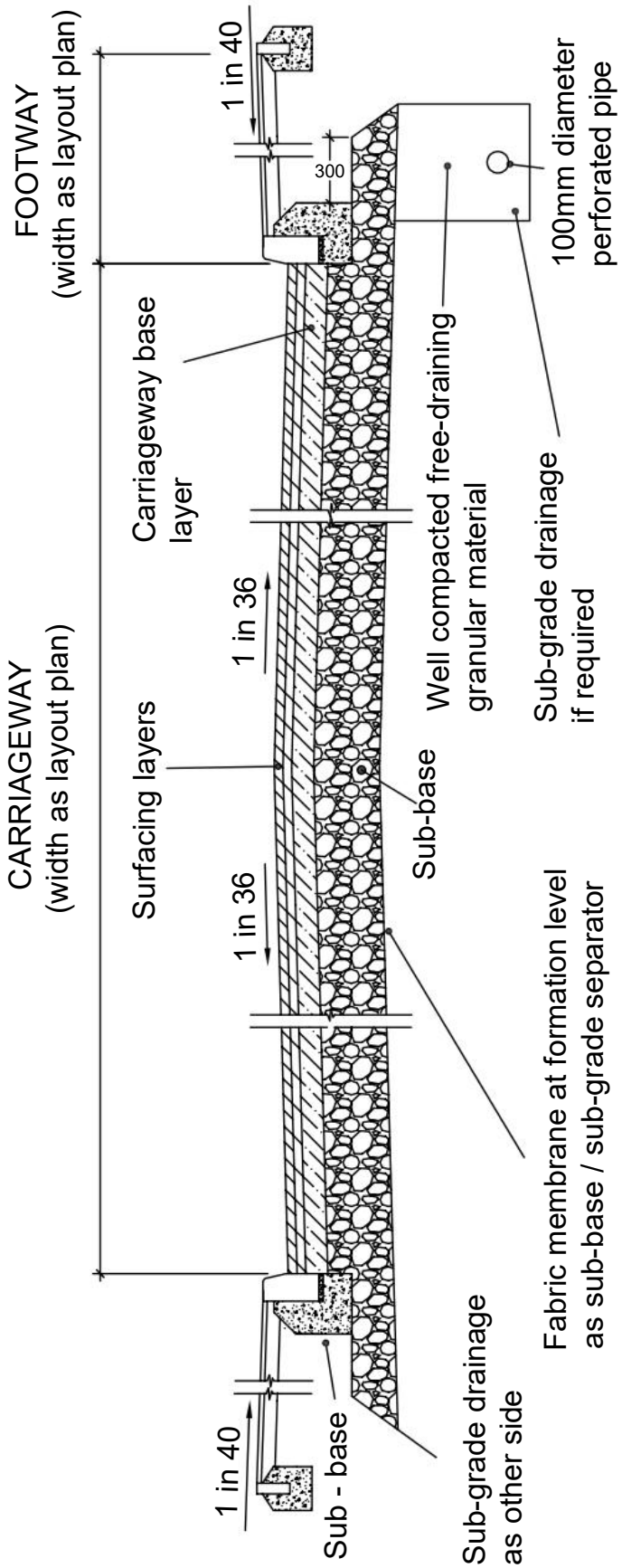
Place and Sustainability
New Shire Hall
Alconbury Weald PE23 4YE

Job Title: **General Cross Section**

GENERAL CROSS-SECTION



Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 30**

Cambridgeshire
County Council
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Place and Sustainability

New Shire Hall
Alconbury Weald, PE28 4YE

Job Title: **General Cross Section Shared Surface**

GENERAL CROSS-SECTION SHARED SURFACE

Notes:

1. The surface course of a shared surface must be blockwork
2. The Maintenance Strip is to enable the Highway Authority to maintain the kerb line and shall not be used for the installation of third party plant. The maintenance strip shall be hard paved.
3. For details of the Highway Boundary marker see appendix 29

Date: **2022**	Scale: **N.T.S.**	Drawing No : **APPENDIX 31**

Appendix C

Cambridgeshire County Council

Cambridgeshire Highways Development Management

General Principles for Development

December 2022

1.1 Background

i. These guidelines have been produced by Cambridgeshire County Council (CCC) as Local Highway Authority (LHA), to set out requirements to applicants, developers, their agents and local authority officers in relation to new highway, access and adoptable infrastructure across Cambridgeshire.

ii. The document should be read in conjunction with guidance issued by the Transport Assessment Team (TA) in relation to major developments or development requiring supporting information in the form of either a Transport Statement (TS), or Transport Assessment (TA). Further information in respect of the thresholds and requirements for such technical assessment can be viewed at the following link:

https://www.cambridgeshire.gov.uk/business/planning-and-development/developingnew-Communities

iii. Whilst setting out the principles and requirements of the LHA in respect of new or altered development access proposals, this document is neither prescriptive nor exhaustive. The document is fluid, and will evolve in conjunction with best practice and local & national policy. Each proposal will be considered on its own merits in relation to the nature of the use, the history of the site, the street environment from which access is gained and any other material considerations.

1.2 The Planning Application Process

i. To secure consent for a development, the developer must gain planning approval from the Local Planning Authority (LPA) - the relevant District/ City Council, as set out later in this document.

ii. The LPA case officer can recommend to refuse planning permission if the development, and indeed its transport impacts are considered to be contrary to the Local Plan, National Planning Policy Framework (NPPF), or otherwise contrary to good strategic planning.

iii. The County Council is the Local Highway Authority, and a statutory consultee as part of the planning application process. The LHA includes the Transport Assessment (TA) and Highway Development Management (HDM) teams, the roles of which are outlined in the table below:

iv. The LHA will review the proposal within the planning application consultation period, consulting internal departments (highway maintenance, infrastructure teams, public transport, cycling, strategy etc.) and make a recommendation to the LPA case officer dealing with the application. It is for the LPA to consider such comments, and make a balanced planning decision based upon the information available.

v. **CCC recommends that access is not treated as a Reserved Matter** but is determined as part of any Outline or Full planning application stage. This enables the development implications to be properly assessed, and also ensures that access can be secured to the site that is safe and meets all the necessary standards. In addition, such an approach provides the developer with a greater degree of certainty of delivery moving forward to the Reserved Matter and implementation stage.

vi. If the planning submission has deficits, the LHA may request additional information, or amendments to the proposal. In certain circumstances the LHA may place a holding objection, until such a time as the Authority is satisfied that the proposal will not compromise highway safety to an unacceptable degree.

vii. Note: The County Council officer comments will be provided on an impartial basis, based upon the technical and engineering merits of the proposal, with due regard to the requirements of the NPPF – to ensure that:

- Para 110 (b) - safe and suitable access to the site can be achieved for all users; and
- Para 110 (d) - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

viii. It should be noted that the County Council's officer comments and requirements may change within the planning process and this will be confirmed in response to any planning application, or other consultation.

ix. Once the LHA is satisfied with the proposal, a consultation letter will be issued to the planning case officer setting out the recommendation ('objection' / 'no objection') and a summary of any mitigation that should be secured, either by Condition / Section 106.

x. The LHA will normally not be party to a Section 106 Agreement which obligates CCC to deliver highway mitigation on behalf of the developer in exchange for a fixed sum. Mitigation is to be delivered directly be the developer.

xi. In the preparation of planning submissions scheme layouts and engineering submissions, a competent designer should be familiar with the principles and practices contained within the following documents and advice notes:

- DfT & IHT Manual for Streets 1 &2 (MfS);
- CCC Housing Estate Road Construction Specification (HERCS);

viii. It should be noted that the County Council's officer comments and requirements may change within the planning process and this will be confirmed in response to any planning application, or other consultation.

ix. Once the LHA is satisfied with the proposal, a consultation letter will be issued to the planning case officer setting out the recommendation ('objection' / 'no objection') and a summary of any mitigation that should be secured, either by Condition / Section 106.

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xi. In the preparation of planning submissions scheme layouts and engineering submissions, a competent designer should be familiar with the principles and practices contained within the following documents and advice notes:

- DfT & IHT Manual for Streets 1 &2 (MfS);
- CCC Housing Estate Road Construction Specification (HERCS);
- Department for Transport - Traffic Advisory Leaflets and advisory notes;
- Department for Transport - Design Manual for Roads and Bridges;
- Traffic Signs Regulations and General Directions / Traffic Signs Manual;
- Relevant legislation (Highways Act 1980 / Road Traffic Act 1988).

1.3 Pre-Application Advice

i. Prospective applicants may obtain pre-application transport advice from the TA and HDM Teams. The County Council operates a system of pre-application charging for such advice. Details can be found at the link below:

https://www.cambridgeshire.gov.uk/business/planning-anddevelopment/developing-new-communities/

ii. All pre-application advice is provided on a 'without prejudice' basis, based on current information. If new information is released or becomes apparent through the application or consultation process, the County Council's officer comments and requirements may change and this will be confirmed in response to any subsequent planning application, or other consultation.

Team Roles

Transport Assessment Team (TA)	Highways Development Management (HDM)
Review TA, TS and Travel Plans, assessing the transport impact of the proposed development in terms of effect on the capacity of the surrounding highway network and providing transport planning advice	Review development planning applications. Negotiate and agree highway improvement proposals as part of Section 278 of the Highways Act 1980 (inclusive of site access junction design and visibility splays)
Review and agree baseline traffic survey data submitted	Review Construction Traffic Management Plan (CTMP) documents submitted
Review and agree Trip Generation figures, Trip Distribution and Assignment methodology, and baseline and future Traffic Flow diagrams	Review and agree development related Traffic Regulation Orders
Review and agree Transport Modelling data and outputs	Review and agree parking restrictions and enforcements on the highway
Negotiate and secure transport mitigation by planning condition i.e. Travel Plan documents	Negotiate and agree new road proposals for adoption as part of Section 38 of the Highways Act 1980
Negotiate and agree highway mitigation proposals as part of Section 278 of the Highways Act 1980	Provide advice concerning; Reserved Matters, detailed highway design
Negotiate and secure S106 funding for mitigation measures secured as part of the proposals	Review and agree servicing and delivery details in addition to swept path analysis

Cambridgeshire County Council

2. Design Principles

2.1 Designing for All

i. Design must follow a hierarchy whereby active travel is prioritised and encouraged, accepting that balance is needed so that new residential roads function for all modes and day-to-day needs (e.g., refuse collection).

1. Pedestrians
2. Cyclists
3. Public Transport
4. Private Motor Vehicle

ii. When designing new or modified highway infrastructure, the following principles must be adhered to for users in order of the above hierarchy:

- Safe
- Direct
- Comfortable
- Coherent
- Attractive
- Adaptable

iii. Infrastructure must be inclusive in nature and accessible, and should generally align with Department for Transport's Inclusive Mobility Guidance.

https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians

2.2 Access & Junction Visibility Assessment

i. Vehicle to vehicle inter-visibility splay 'Y' distances will be sought in accordance with the existing speed limit of the respective street.

ii. Visibility splay 'Y' distances (and potentially 'X' distances) may be reduced in conjunction with the submission of empirical speed survey data. Interpolation of speed survey results is acceptable in accordance with MfS 1 & 2 assessment principles.

iii. Speed surveys shall comply with the Design Manual for Roads and Bridges (DMRB) document CA185 – 'Vehicle Speed Measurement'.

iv. MfS visibility principles will be applied to residential streets where empirical data demonstrates 85th percentile vehicle speeds of up to 37mph (and where less than 10% HGV's are evidenced).

v. DMRB visibility principles will be applied to streets where 85th percentile vehicle speed is 37mph and above.

vi. A minor road 'X' distance of 2.4m is generally applied; a 4.5m minor road 'X' distance may be required on a case by case basis, at major junctions and on the primary route network.

vii. A minor road 'X' distance of 2.0m is not generally acceptable.

viii. Visibility splays should be measured to nearside carriageway edge; an offset from the channel may be considered on an evidence-based site-specific basis, but not on the nearside carriageway where visibility is less than 25m (in the interests of cycle safety).

ix. Vehicle to pedestrian inter-visibility splays of 2.0m x 2.0m will be sought on all new private drive and shared private access at the back of the footway or highway verge as may be appropriate.

x. Visibility splays are not generally sought on single dwelling accesses in built-up areas subject to a speed limit of 30mph, with due regard to local street conditions.

xi. Where part of the highway carriageway falls outside the vehicle to vehicle inter-visibility splay on the nearside due to the horizontal alignment of the road, tangential splays to the carriageway edge shall be provided.

xii. 2.4m x 25m visibility splays will be sought from an access point to the rear of any cycleway.

See Figures 3, 4 & 5 for further guidance.

2.3 Major Junction & Highway Link Design

i. Shall accord with the principles of the Department for Transport - Design Manual for Roads and Bridges suite of documents in relation to major junctions i.e. ghost island RTF, roundabouts, signalised junctions etc, or strategic links between such junctions.

ii. Guidance on signal design within Cambridgeshire can be obtained from:

tmbusinesssupport@cambridgeshire.gov.uk

2.4 Road Safety Audit

i. Stage 1 Road Safety Audits are required at planning stage for all new major junction designs, new controlled pedestrian / cycle crossings, and proposals which result in changes to the vertical or horizontal alignment of the existing highway. RSAs may be required in new housing estate roads, dependent on complexity of the site layout.

ii. Stage 2, 3 (& 4 as required) RSA will be secured as part of any agreement to undertake works within the public highway; the audits will be undertaken at detailed design stage and at appropriate milestones through the implementation process.

iii. Guidance of the Road Safety Audit process can be requested from the Engineer or viewed at the following link:

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-safety

2.5 Adoption Principles

i. Not all new estate roads are adoptable, or indeed are appropriate for adoption. Early consultation with the LHA is advised. However, in the broader public interest and in accordance with National Government Guidance, the LHA will recommend the application of Conditions on any planning permission requiring that details of the future maintenance of streets are to be submitted for approval
by the LPA.

ii. Construction requirement for adoptable estate roads and alterations to existing streets are provided in the Housing Estate Road Construction Specification (HERCS), located via the following link:

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roadsand-pathways/highways-development

iii. The LHA will generally apply the principles of street design contained within Manual for Streets 1 and 2; the key principles for street adoption in Cambridgeshire and exceptions are outlined below:

iv. The LHA will not adopt estate roads serving new commercial premises / industrial estates (by Committee resolution) unless they perform a wider public function e.g., a link between two existing public highways / a bus route.

v. The LHA will not adopt streets deemed to have insufficient public utility, or broader public areas beyond those deemed necessary for the safe passage of the travelling public.

vi. The LHA will not adopt street furniture or bus shelters, details of which must be specifically agreed at planning stage with the respective District, Parish or Town Council, together with any necessary commuted sums as the maintaining body may require. However, the LHA must agree the placement of bus stops and shelters within the highway *(see Figures 8, 9 & 10).*

vii. The long-term maintenance of new public infrastructure beyond the adoptable highway parameters must be considered at an early stage by the developer in accordance with the provisions of the National Design Guide.

viii. Grass verges or landscaping will not be accepted within the adoptable highway with the exception of grassed visibility splays, where the preference is for a paved
visibility margin.

xii. The LHA will adopt strategic street trees provided that adequate area is provided for the tree to thrive, without recourse to complex sub-surface interventions, and respecting the sub-surface highway engineering (kerb beam/ haunch/ sub-base etc).

xiii. All adoptable estate roads must be designed in camber, unless expressly agreed with the Engineer.

xiv. Commuted sums will be required for non-standard materials, engineering interventions or non-essential street features in accordance with the adopted County Council Commuted Sum Policy.

xv. The County Council will not accept the installation of private non-passive apparatus within the adoptable highway, without the prior written consent of the Engineer. Utilities drawings will be required to be submitted with all engineering submissions.

xvi. Pre-commencement and post implementation surveys of the existing approach road network may be required, with reparations undertaken at the developer's expense in relation to any deterioration/ damage which may be apparent through the period of construction. Site specific issues should be discussed and agreed with the Engineer.

xvii. EV charging points on new developments: the developer should carefully consider the siting of EV charging from the outset of the development. Such charging points as may be required to meet OZEV requirements are to be provided on plot or in designated areas, clear of the adoptable public highway. As noted in xv. above, the County Council does not permit private non-passive apparatus within the adoptable highway.

xii. Where a carriageway is raised above the surrounding ground level on a bank equal to or greater than 1.35m in height, the limit of adoption shall include the earthworks. Where the height is under 1.35m, adoption will not include the earthworks. Side slopes steeper than 1:3 must be agreed with the Engineer.

2.6 Highway Drainage

i. The LHA does not adopt SuDS features with the exception of soakaways. Adoptable highway surface water systems may not discharge directly to any private SuDS system. Accordingly, the intervening piped system must be adopted by the local drainage authority (or other statutory undertaker under the New Appointment Variation process) to enable the adoption of the streets to be undertaken.

ii. Private surface water may not be discharged to the adoptable highway. Where sites are designed such that hard surfaces fall towards the highway, permeable paving will not be regarded as a sufficient medium for surface water management, and further intervention will be required e.g., ACO drain.

iii. Adoptable shared surface streets may not be utilised as a conduit for surface water as a flood exceedance route on sites liable to flooding.

iv. Infiltration devices shall not be laid within 5m on the nearside carriageway or footway edge, whichever is closest; irrespective or their placement within private land. Where chalk ground conditions exist, the minimum offset shall increase to 10m.

v. No sewerage / drainage apparatus will be permitted in the highway unless adopted by a Public Utility. As such, prior to the signing of the S38 Agreement, a signed S104 Agreement with the respective sewerage authority must be in place.

2.7 Generic Adoptable Street Standards

i. Distributor Road/ Bus Routes: 6.1 – 7.3m carriageway width with AutoTrack and any necessary widening on bends/ at junctions.

ii. Major Access Road: 5.5m carriageway width, which may serve 100 – 300 units.

iii. Access Road: 5.0m carriageway width which may serve up to 100 dwellings (Note: 4.8m carriageway is not acceptable for adoptable streets).

iv. Shared surface streets: 6.0m width block paved carriageway with 0.5m paved maintenance strips and no surface delineation; adoptable shared surface streets may serve a maximum of 12 dwellings culs-de-sac. This limitation reflects the LHA's experience of the function and safety of shared space streets, and is considered to accord with government advice, applying shared space principles to "residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs". This approach will be reviewed in the context future national guidance.

v. Shared surface streets: a ramp and footway transition is always required at the junction of a shared surface street with a conventional street (see HERCS).

vi. 2 x points of access, one comprising an emergency link will be sought for over 100 dwellings; over 200 dwellings, two full points of access should be provided. In circumstances where 2 x points of access cannot be achieved, the views of the emergency services should be sought.

vii. Unless otherwise agreed with the Engineer, all adoptable streets shall have a design speed of 20mph and shall incorporate measures to regulate vehicle speeds accordingly to the benefit of both future residents and all users of the highway.

viii. Developers will be required to design, promote, and implement via formal Traffic Regulation Order a 20mph speed restriction across the development prior to the adoption of the streets as public highway (in conjunction with the County Council Policy and Regulation Team). 20mph zones rather than limits should be pursued where possible.

ix. Speed cameras or permanent speed indicator devices are not an acceptable means of controlling vehicle speeds on new highway schemes. There should be traffic calming features throughout the 20mph zone, such that no part of a road is more than 50m from a traffic calming feature, i.e. each feature no more than 80m apart (does not apply to a cul-de-sac less than 80m long), the nature of the traffic calming feature is to be determined by the designer; or a horizontal bend (vehicles having to change direction by at least 70 degrees within a distance of 32m), with complimentary road markings/ repeater signs as appropriate.

x. Streets without 20mph restrictions, or streets with a higher function (i.e. local bypasses/ major distributor roads) will be expected to provide a high standard segregated non-motorised user facilities, with due regard to the overall function and nature of the street.

xi. Turning head and link road AutoTrack is required for City/ District Council refuse freighter. The developer should contact the relevant refuse department within the District/ City Councils to ascertain the size of the design vehicle.

xii. A turning head is required within 20m of the end of any estate road, or in advance of the commencement of a shared surface street within a development.

xiii. A maximum extension of any turning head spur is 20m measured from the approach road centreline.

xiv. Street Lighting will be required in accordance with the County Council specifications. Whilst the detailed design is to be determined post planning submission, the designer should consider column locations, particularly in respect of proposals for street trees.

xv. Street Lighting Design: the developers may use the County Council term contractor Balfour Beatty Living Places for development designs etc, however, such an engagement will be a private commercial decision, and the expressed approval of the County Council Street Lighting Team will still be required.

xvi. Sign, bollards and other devices should be located a minimum of 450mm from edge of carriageway; electrical installations minimum 600mm, subject to technical design and assessment.

2.8 Pedestrian, Cycle & Equestrian Infrastructure

i. Footways should be 2.0m wide; a reduction to a minimum of 1.5m will be considered at width constraints over a limited length (site specific); reduction in footway width may be agreed on a site-by-site basis.

ii. Generally, new cycleway provision a shall accord with the requirements of LTN 1/20 – 'Cycle Infrastructure Design'.

iii. Major new development dedicated bidirectional cycleways: shall be 3.0m wide - red surfacing should normally be installed on dedicated cycleways; site specific requirements shall be agreed with the Engineer.

iv. Shared use footways/ cycleways: minimum 2.5m wide (black surfacing) adjacent to existing highways but 3.0, or greater, wherever possible or on new estate roads.

v. Cycleways and footways adjacent high-speed roads shall be separated from the carriageway by a paved and delineated safety margin.

vi. Consideration should be given to provision for equestrians, with due regard to the scale, nature and location of the development. This may include works to Bridleways and Byways which must be discussed with CCC's Public Rights of Way Team (Section 3.2).

2.9 Junction Radius Kerbs

i. Junction radius kerbs shall be related to the land use proposed / the largest vehicle likely to access the site on a regular basis, the nature of the highway from which access is gained and the width of the access within the site. Generically, the following shall apply:

- 6.0m radius kerbs shall be provided within built up areas (residential / commercial / office with primary domestic vehicle use).
- 6.0m/ 8.0m within built up areas off major roads (A / B classified), with due regard to the nature of the development.
- 10m in rural areas or roads with speed limits of 40mph and above.
- 15m industrial / commercial – considering the need for ingress / egress corner tapers (DMRB – document CD123).

ii. Consideration shall be given to pedestrian / cycle priority where any new access crosses existing or proposed pedestrian or cycle infrastructure *(see Figure 15).*

iii. AutoTrack of access and junction arrangements may be required.

iv. Radius kerbs are not generally to be provided at shared private drive junctions with the carriageway.

2.10 Junction Spacing (Residential Streets)

i. The requirements of DMRB document CD123 are applied in relation to major junction infrastructure, and the advice of the Engineer should be sought in this respect.

ii. In the case of residential streets, the appropriate stagger between junctions on the same side of the road will equal the Stopping Sight Distance (MfS) commensurate with the road's design speed. In most residential streets, this will equate to 25m.

iii. Where junctions are on opposing sides of a residential street, the same spacing rule applies although reductions up to half of the SSD can be agreed with the Engineer on a site-by-site basis, subject to provision of acceptable visibility splays and vehicle tracking.

iv. Side roads joining Classified Roads, Distributor Roads or Bus Roads should have no direct accesses within 20m of the junction with the major road.

v. Crossroads are to be avoided on the existing public highway but may be considered on a bespoke adoptable street design with measures to manage approach speeds and the potential for vehicle manoeuvring conflict *(see Figure 16).*

2.11 Turning Areas

i. Turning areas are not generally sought for single dwelling accesses to 30mph streets. Exceptions may apply on a case-by-case basis i.e. dwellings fronting cycle ways / or near junctions and bends.

ii. Independently workable turning facilities will be sought for multiple dwellings served from shared private drives in all scenarios.

iii. Turning areas are always sought for adoptable estate roads (see Generic Adoptable Street Standards) and private commercial proposals relative to the maximum length vehicle anticipated.

iv. The workability of turning areas must be demonstrated by AutoTrack. The body must not overhang any third-party land, footway or cycle infrastructure. The wheelbase must stay within the carriageway. Some examples of turning areas are shown in Figures 6 & 7. While these have been sized around vehicle tracking, these are common examples only and not an exhaustive list.

2.12 Shared Private Drives & Private Accesses

i. Shared private drives to residential developments should generally serve around 5 dwellings.

ii. Shared private drive width: 5.0m wide for 8m from the highway boundary (*see Figure 3).*

iii. Internal width: minimum 3.7m (Part B5 Building Regulations), 4.1m desirable, subject to layout.

iv. Shared turning area is required for a fire tender (Part B5 Building Regulations) / or a small delivery vehicle where fire service access is not required.

v. Shared private drives and private accesses shall be hard surfaced and drained away from the carriageway for the first 5.0m from the carriageway edge, or the highway boundary, whichever is the greater distance.

vi. Surface water from private roads / driveways areas must not discharge onto the public highway, and appropriate intervention must be provided.

vii. Refuse collection points are required to be provided clear of the highway and driveway.

2.13 Sitting of Gates

i. Domestic accesses: gates should set a minimum of 5m from the carriageway edge, and a minimum of 5m from the back of any cycleway or footways where significant pedestrian / cycle flows are evident.

ii. Commercial development: the gate set-back distance from the highway should reflect the length of the largest vehicle expected to visit the site.

iii. Private accesses serving multiple dwellings shall be ungated to maintain unfettered access to shared turning and servicing provision for residents and visitors.

iv. Gates shall be arranged such that they do not open over the public highway, or obstruct any vehicle entering the site or using on-site turning facilities.

2.14 Tactile Paving

i. Tactile paving is required on new Distributor / Bus roads or any other road with a design speed of 30mph or greater; or on lower speed roads if large vehicle traffic volumes are anticipated.

ii. Tactile paving at site accesses to the County road network is generally required except where there is no existing tactile paving in the surrounding areas.

iii. All cycle and shared use infrastructure requires appropriate tactile paving.

2.15 Access Gradient

i. Private driveways for single dwellings may be no steeper than 1:12 to avoid vehicle grounds (see below). Shared private drives cannot exceed 1:20.

ii. Driveways/ shared private drives: 1:40 towards the carriageway edge and a maximum of 1:20 internally away from the back edge of the proposed adopted public highway for a minimum length of 5m.

iii. New road junctions: Between 1:20 and 1:150 from the carriageway edge from the back edge of the proposed adopted public highway. Gradients of between 1:20
and 1:40 shall have a minimum length of 5m and a maximum length of 20m into the development.

2.16 Mixed Agricultural / Residential Accesses

i. Access width minimum of 6m for a length of 20m from the existing carriageway edge, hard surfaced and drained for the first 10m length.

ii. Junction radius kerbs of 10m shall be provided.

2.17 Traffic Regulation Orders & Public Consultation

i. Street features and changes to existing infrastructure, not limited to but including traffic calming features / changes of alignment, speed limit reduction, new controlled crossing, changes to parking restrictions upon which any development scheme implementation is reliant should be subject to appropriate public consultation prior to determination of the respective planning application.

ii. Alternatively, the LPA may determine to grant permission subject to a negative Grampian condition preventing commencement of development until the appropriate statutory processes have been undertaken.

iii. Where the necessary consultation processes lie outside of the provision of the Town and Country Planning Act, the success of such processes cannot be guaranteed, and the successful implementation of the development may be at
risk. Accordingly, early commencement of the associated processes is strongly recommended to ensure that any related development is deliverable.

iv. Further information should be sought from the Engineer and CCC Policy and Regulation Team:

Policy.andregulation@cambridgeshire.gov.uk

2.18 Ditches & Watercourses

i. Where an access crosses over or otherwise impacts upon ditches or watercourses, including discharge of surface water, consent is required from the appropriate Flood Risk Management Authority (LLFA, IDB etc.), in addition to any impacted freehold owner. Further information can be obtained from the following link:

https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/watercourse-management

ii. Where an access passes over an ditch in need of culverting, the culvert headwall shall be located at least 2m away from the nearside carriageway or footway edge, whichever is closer.

iii. A three rail timber post fence shall be provided to prevent against fall risks where a footway or cycle track is located within close proximity of a significant ditch or watercourse; subject to agreement.

2.19 Construction Traffic Management Plans

i. CTMP including routing agreements / limited hours of operation etc, will be sought as a pre-commencement condition on all major developments and other sites where a conflict may be perceived i.e. where a site is near a school or where local street constraints exist.

ii. Guidance on the preparation of CTMP's is available from the Engineer upon request.

2.20 Highway Structures

i. New structures within the highway require the consent of the LHA, the assessment of which will incur additional charges for technical approvals will apply. To discuss any requirements please contact:

highways@cambridgeshire.gov.uk

2.21 Implementation of Highway Works following Planning Permission

i. The expressed consent of the LHA will be required before any works can be undertaken within the public highway.

ii. Such works may be secured by S184, S278 Agreement (Major Works), Short Form 278 Agreement (Minor works excluding those necessitating Road Safety Audit or land dedication), or S38 Agreement.

iii. It should be noted that the S278 process is not a public consultation, but a mechanism to implement infrastructure approved / secured through the planning application / public consultation process.

iv. Further information is available via the following link:

https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development

2.22 Adoption Sequencing

i. Adoption of residential streets will not take place until all construction traffic which may impact upon the highway has completed. This is to avoid excessive wear and tear by construction traffic, with the associated implications for public finances.

ii. In the intervening time until the development is complete, the developer is responsible for the upkeep of streets. It is the developers responsibility to ensure the streets are kept in a condition whereby they can be safely used by residents and visitors.

iii. Once the construction is complete, the developer will continue to be responsible for the maintenance of the private roads for a period of no less than 12-months.

iv. Adoption cannot take place until storm and foul sewers are first adopted by an appropriate statutory undertaker.

v. Should any third party wish to carry out works which impact the private roads such as public utilities, they will need to secure permission from the developer. Should a resident of the development wish to carry out works, such as alter their access, they will also need developer consent, but the developer should be mindful that this may have an impact on the adoptability of the street.

vi. A street cannot be adopted unless or until it links to the adopted highway network.

2.23 Private Verges & Street Trees

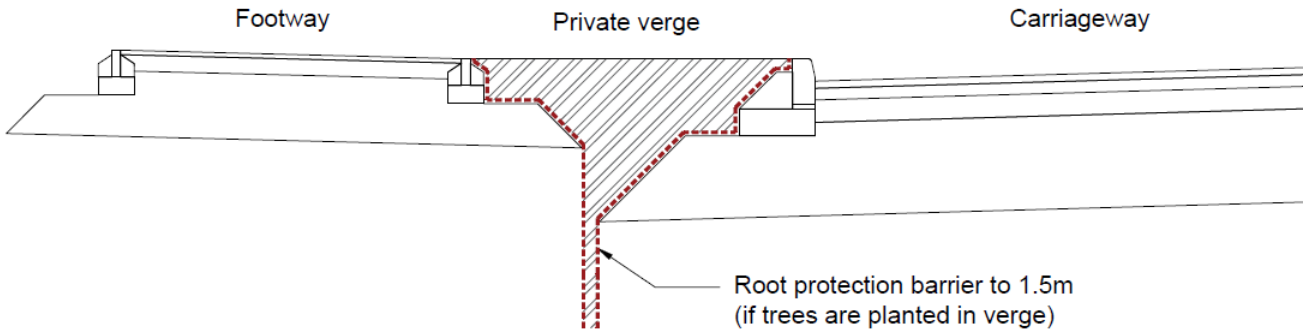
i. Street trees may be adopted by the LHA. However, the preference is for trees in private verges to be adopted by the management company, such that a comprehensive landscape management and maintenance regime is established for the respective site.

ii. No fruit tree may be planted within 5m of adoptable highway to avoid slip hazards when fruit falls.

iii. Any highway tree must be sourced within the UK or else suitably quarantined on arrival to avoid the spread of invasive viruses, fungi etc.

iv. Street trees must be in designed tree pits, to CCC specification, and not in a linear length of verge.

v. Where soft verge is placed between a footway and carriageway (or cycle track), it will need to in most cases be privately maintained. If this area forms an important part of the landscaping strategy, consideration should be given to sub-grade structures and impacts this may have on vegetation growth (see below) to give the tree the opportunity to thrive and survive.



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3. Extent of the Public Highway & Public Rights of Way

3.1 Highway Boundary

i. Any developer seeking to make improvements within the highway should seek highway extent information from CCC's Asset Information Searches Team and overlay such information on their submission drawings. Further information can be found at the link below:

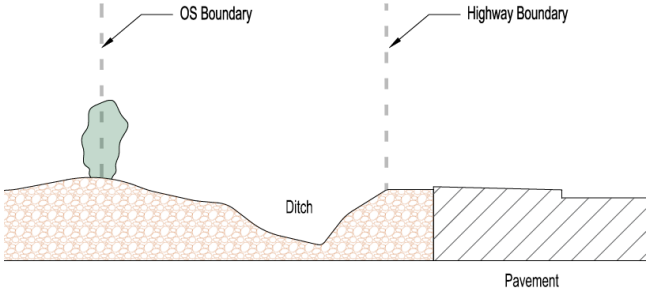
https://www.cambridgeshire.gov.uk/business/highway-searches

ii. Developers must procure a copy of the verified highway boundary rather than an extract from the highway boundary database.

iii. Highway search result provided are a depiction of the highway extent that has been investigated using the highway records available to the County Council. This research will be interpreted and displayed against current Ordnance Survey (OS) map data as accurately as possible. It is possible that the OS mapping for the area searched does not show features that typically form part of the highway boundary, such as (but not limited to) ditches, hedges, fences or embankments.

Therefore, please note that owing to the tolerance of accuracy that must be applied to OS maps, the highway boundary 'on the ground' may not be in exactly the same position as the boundary features displayed by OS. If you require a site visit to determine the physical highway extent please contact searches@cambridgeshire.gov.uk. This service is provided on a cost-recoverable basis in accordance with our Schedule of Charges.

iv. Ditches and drains adjacent to the public highway do not generally from part the highway infrastructure. In absence of evidence to the contrary, the presumption is that ditches and drains are under the riparian ownership of the adjoining landowner.



3.2 Public Rights of Way

i. Cambridgeshire has over 3,000km of Public Rights of Way (PROW) consisting of footpaths, bridleways, restricted byways and byways open to all traffic. PROWs are part of the highway network and a material planning consideration and may form a integral part of a development's access of movement network. The PROW network can be viewed online (link below) but the interactive map is not the Definitive Map.

https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/rights-of-way

ii. Should a developer seek to alter a PROW, they should in the first instance read CCC's *Development and Public Rights of Way – Guidance for Planners and Developers* document or contact the Highways Asset Information Team:

HighwaysAssetManagement@cambridgeshire.gov.uk

iii. CCC are unable to enter into an Agreement with a developer to alter or enhance a PROW, say to form part of a development access, unless it has a legally defined width on the Definitive Map and Statement. Should this information be absent, a developer will need to first apply for a Definitive Map Modification Order to establish a width.

https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/definitive-map-and-statement

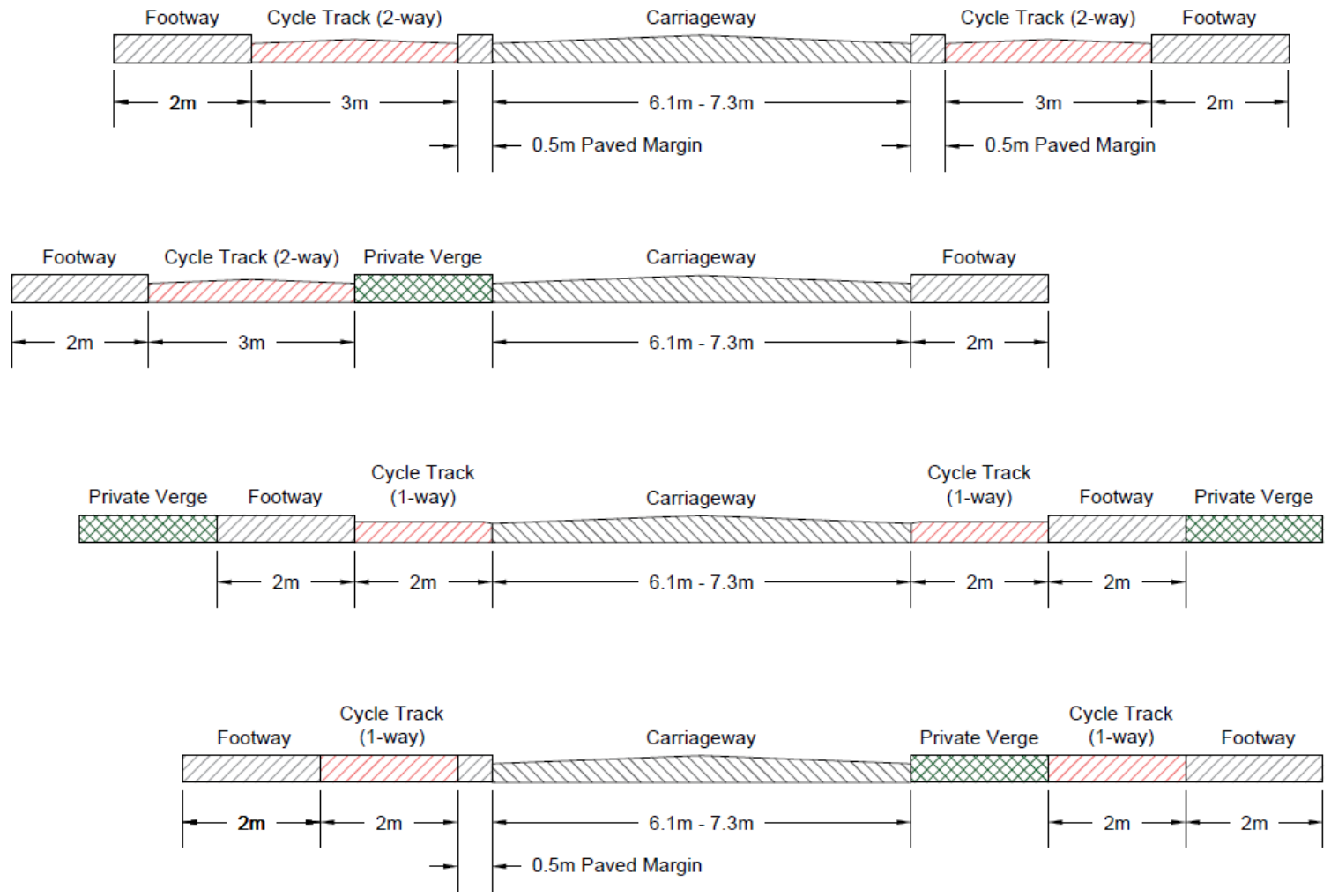
iv. Alterations to surfaces of PROW are subject to a specific consultation and decision making process outside of the planning process. This process should be undertaken in advance of the grant of planning permission, to ensure that a given scheme is deliverable in highway terms. Any developer wishing to make alterations to a PROW should contact the Asset Management – Definitive Map Team for further guidance.

v. Similarly, developers wishing to seek to change the surface of PROW are referred to Cambridgeshire's Active Travel Design Guide.

Cambridgeshire County Council

4. Examples: Cross-Sections

Figure 1 – Distributor / Bus Road Example Cross-Sections

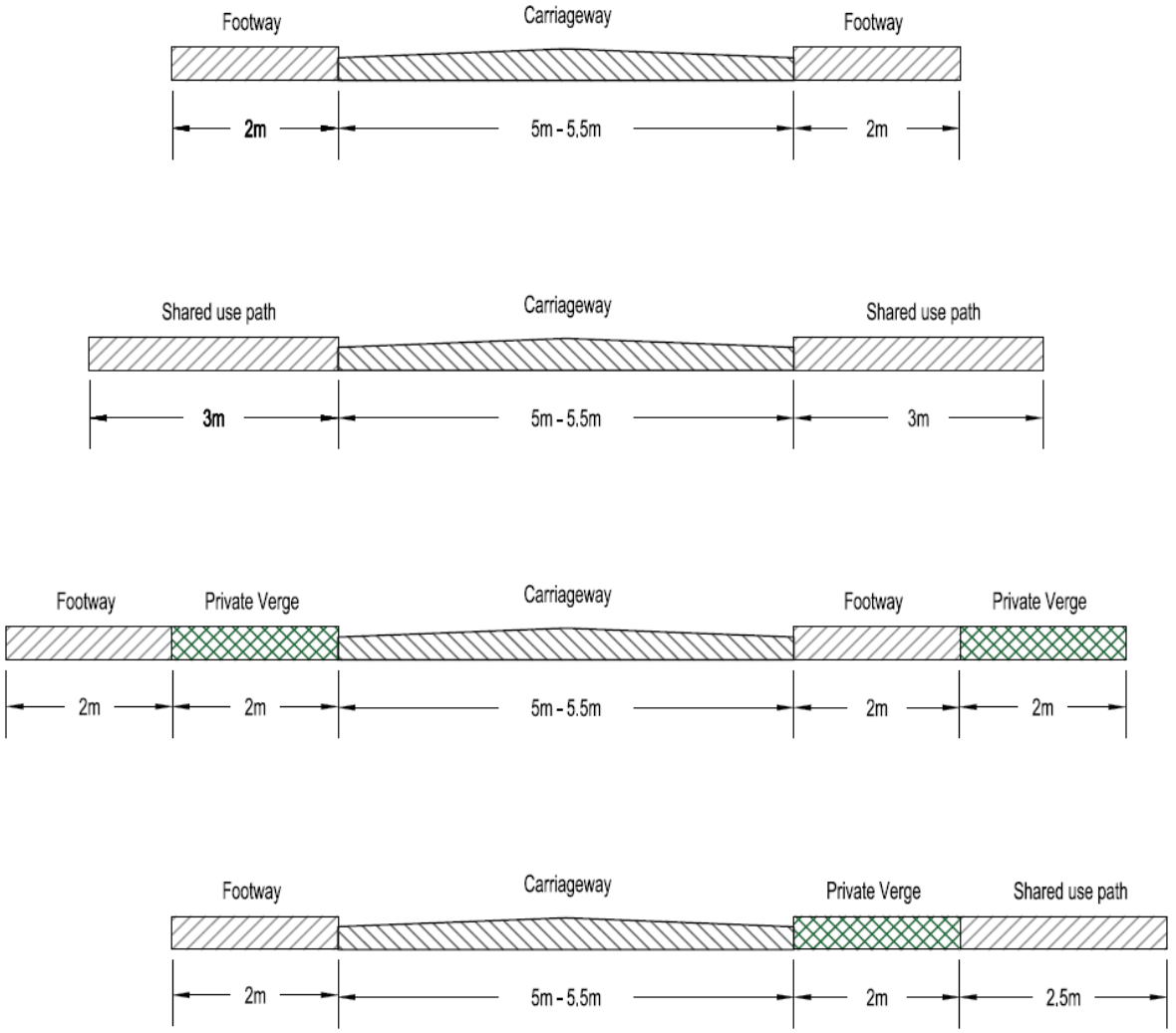


Cross-sections are typical examples only.

Each cross-section must be considered on a site-by-site basis taking into consideration factors such as development scale, forecast traffic volumes, desire lines, road, speed, conflict points etc.

Where a paved margin is provided between carriageway and cycle track, care must be taken to ensure it is not mistaken as a footway. A buffer is required between two-way cycle tracks and the carriageway.

Figure 2 – Estate Road Example Cross-Sections



Cross-sections are typical examples only.

Each cross-section must be considered on a site-by-site basis taking into consideration factors such as development scale, forecast traffic volumes, desire lines, road, speed, conflict points etc.

Dedicated cycle infrastructure will be required for estate roads serving significant number of dwellings, and with large forecast traffic volumes (pedestrians, cyclists, motor vehicles)

Cambridgeshire County Council

5. Examples: Typical Layouts

Disclaimer: The following layouts are diagrammatic representations and are not a substitute for site-specific design by a competent highway designer. While the layouts represent typical forms of junction, crossing, road layout etc., which are acceptable to the LHA, they cannot be considered acceptable without context of their setting, envisaged use and local constraints.

Figure 3 – Direct Access

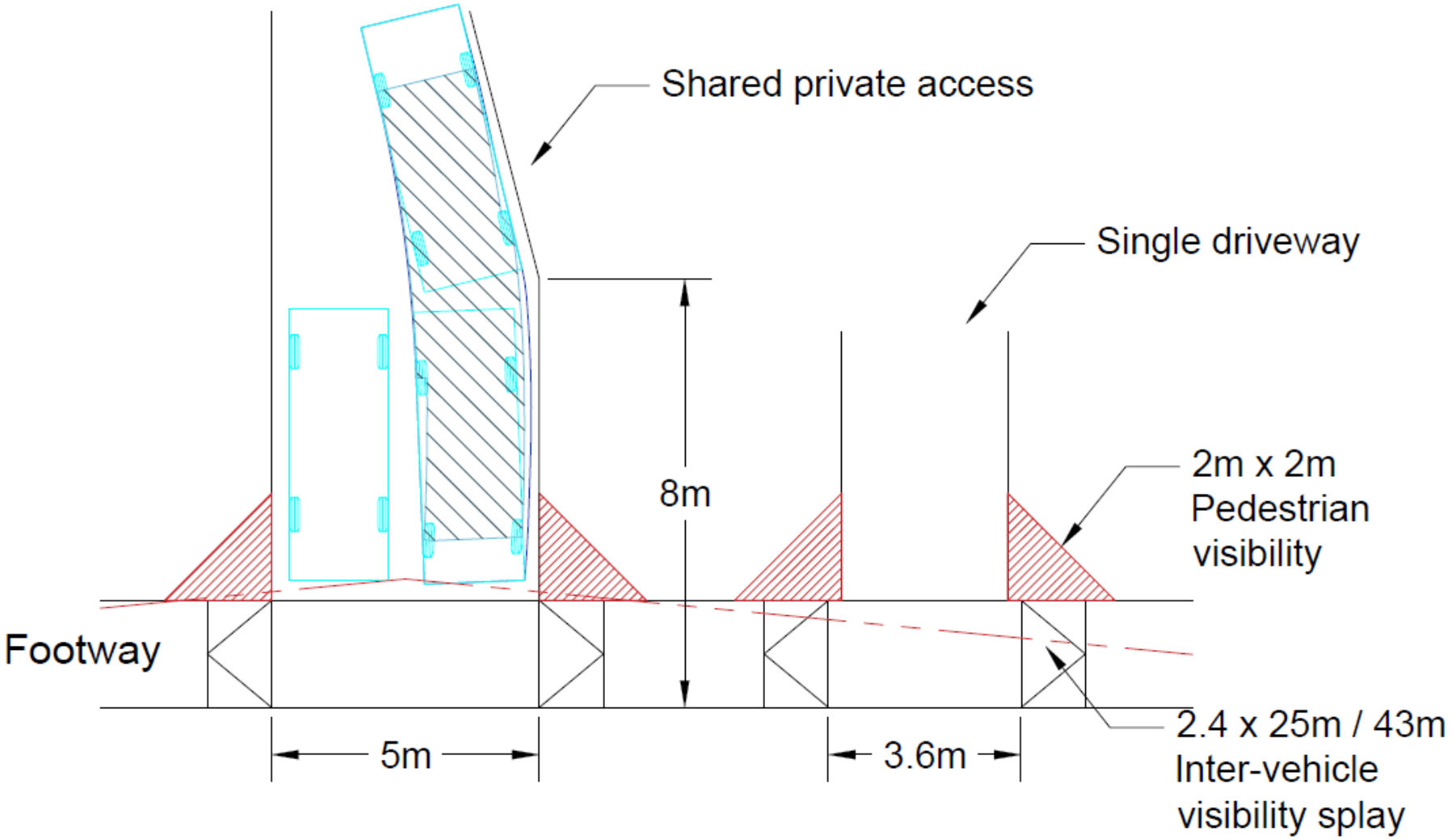


Figure 4 – Visibility (Vehicular)

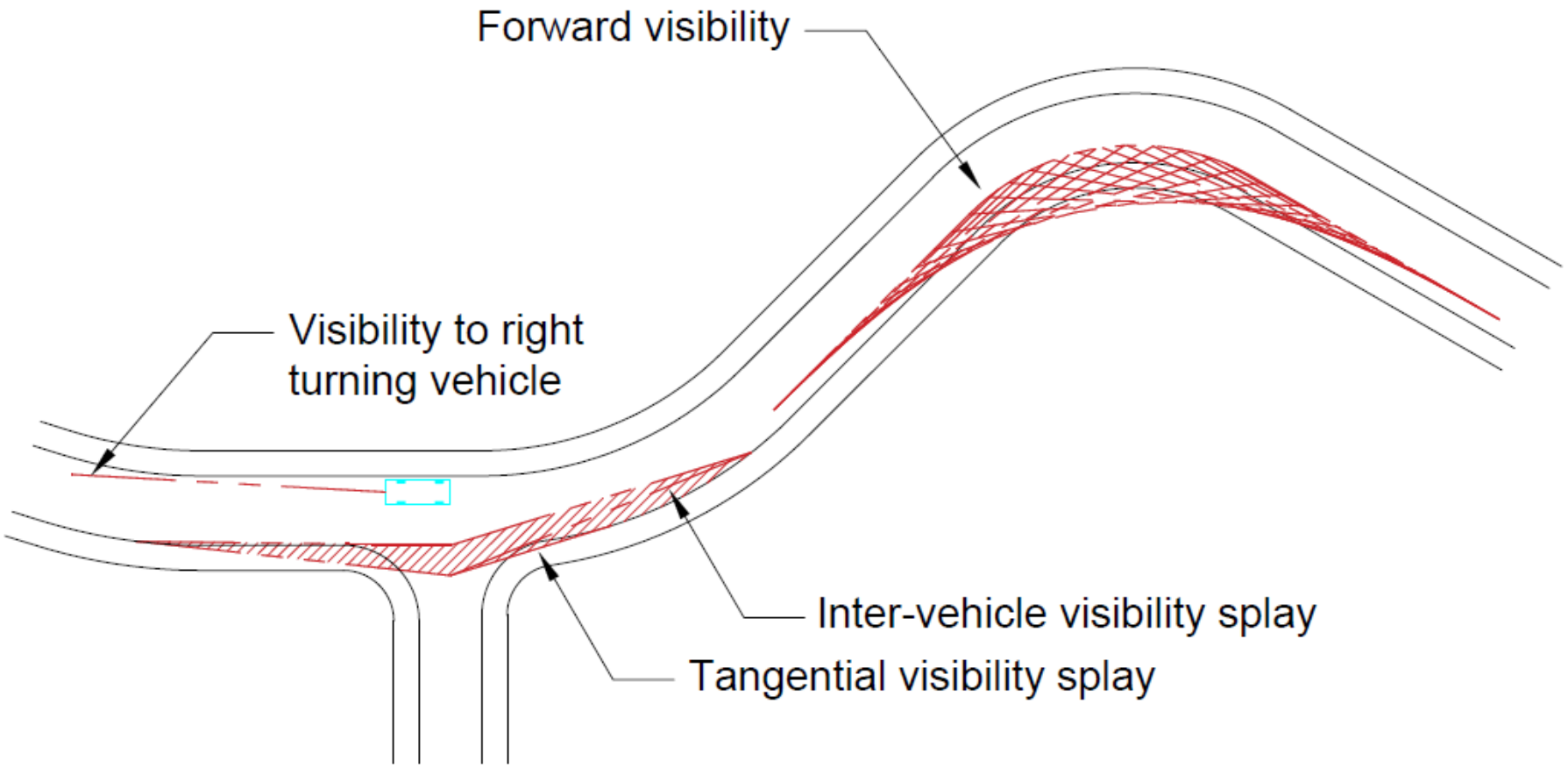


Figure 5 – Visibility (Pedestrian & Cycle)

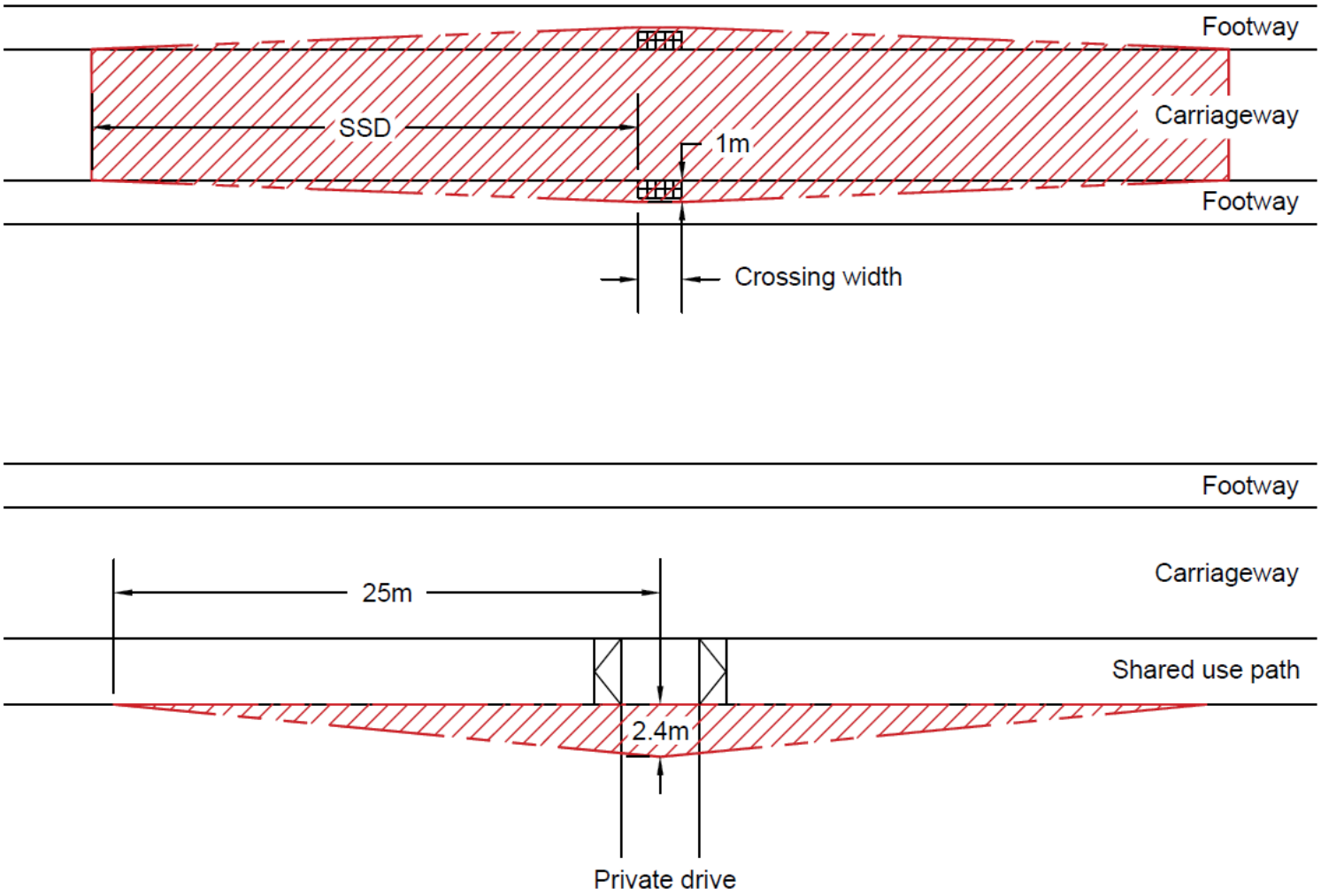


Figure 6 – Example Turning Areas Suitable for Refuse Vehicles (up to 11.2m)

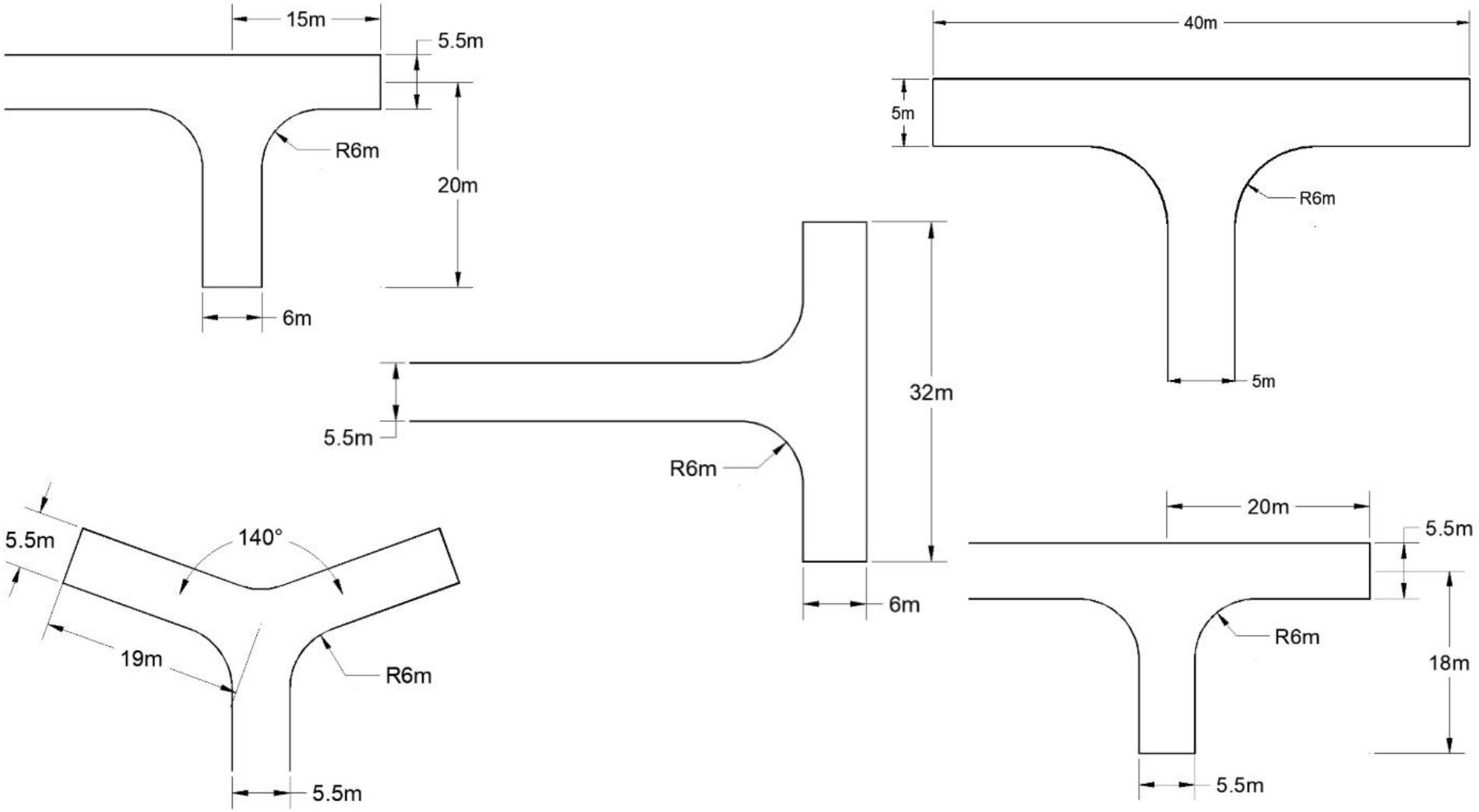


Figure 7 – Example Turning Areas Suitable for Modest Sized Delivery Vehicles (7.5t panel / box van)

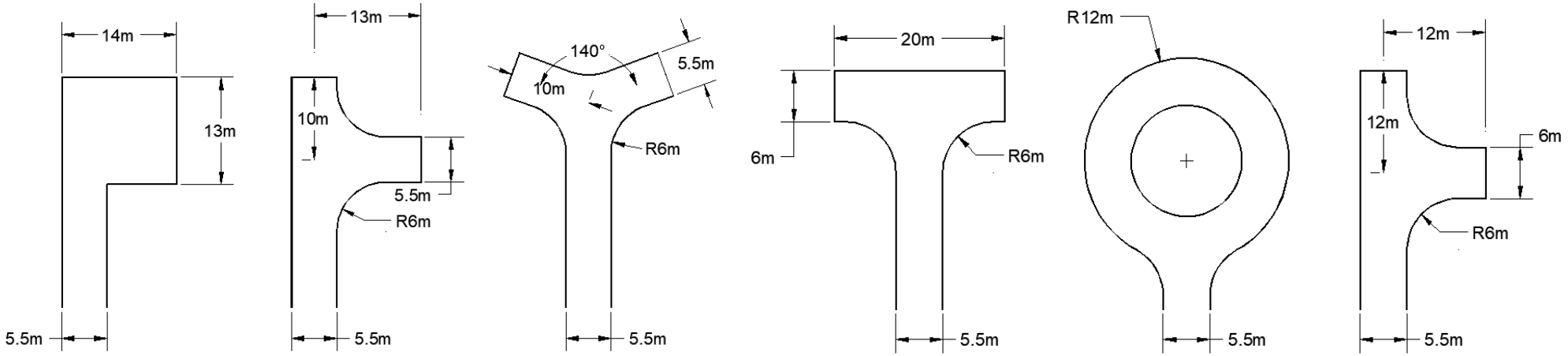


Figure 8 – Floating Bus Stop (one-way cycle track)

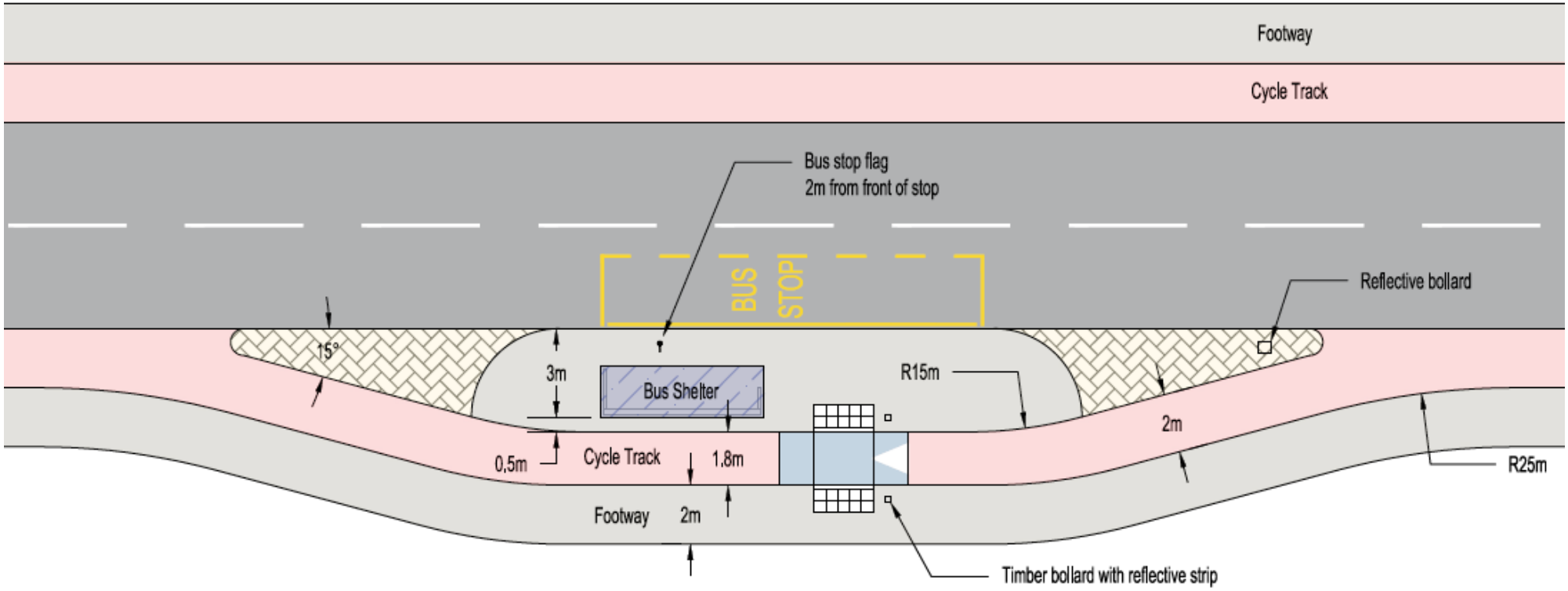


Figure 9 – Floating Bus Stop (two-way cycle track)

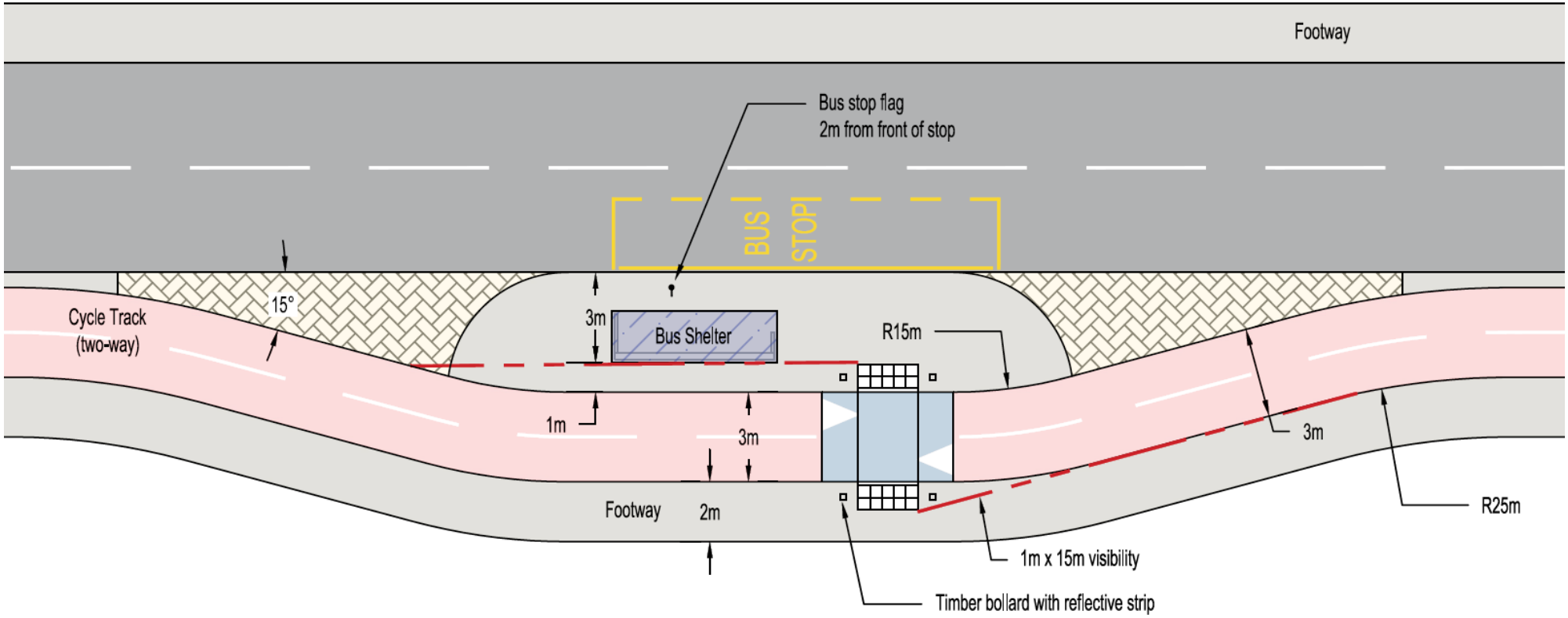
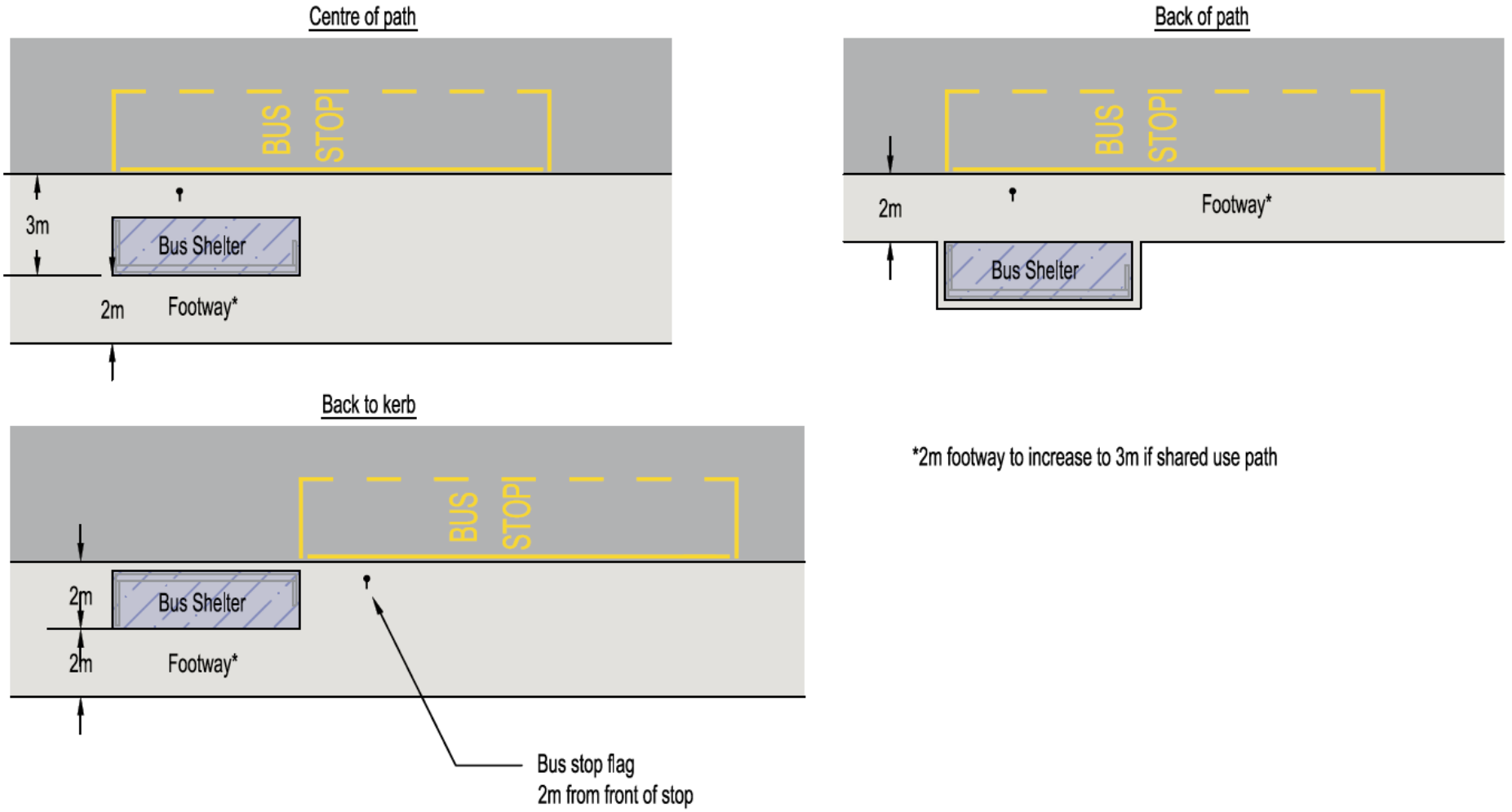


Figure 10 – Bus Stops & Shelters



*2m footway to increase to 3m if shared use path

Figure 11 – Shared Use Crossing

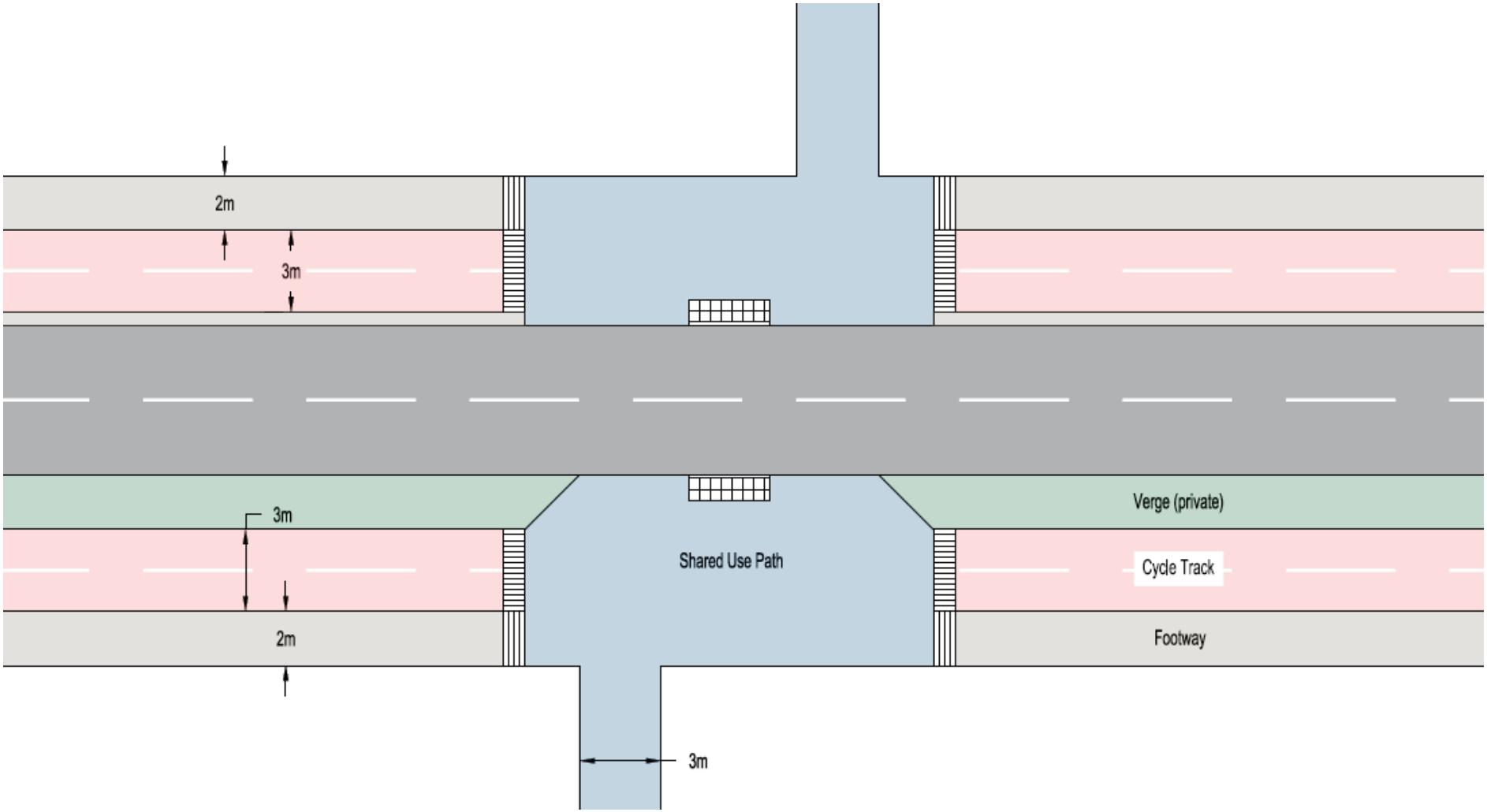


Figure 12 – Two-way to One-way Cycle Track Transition

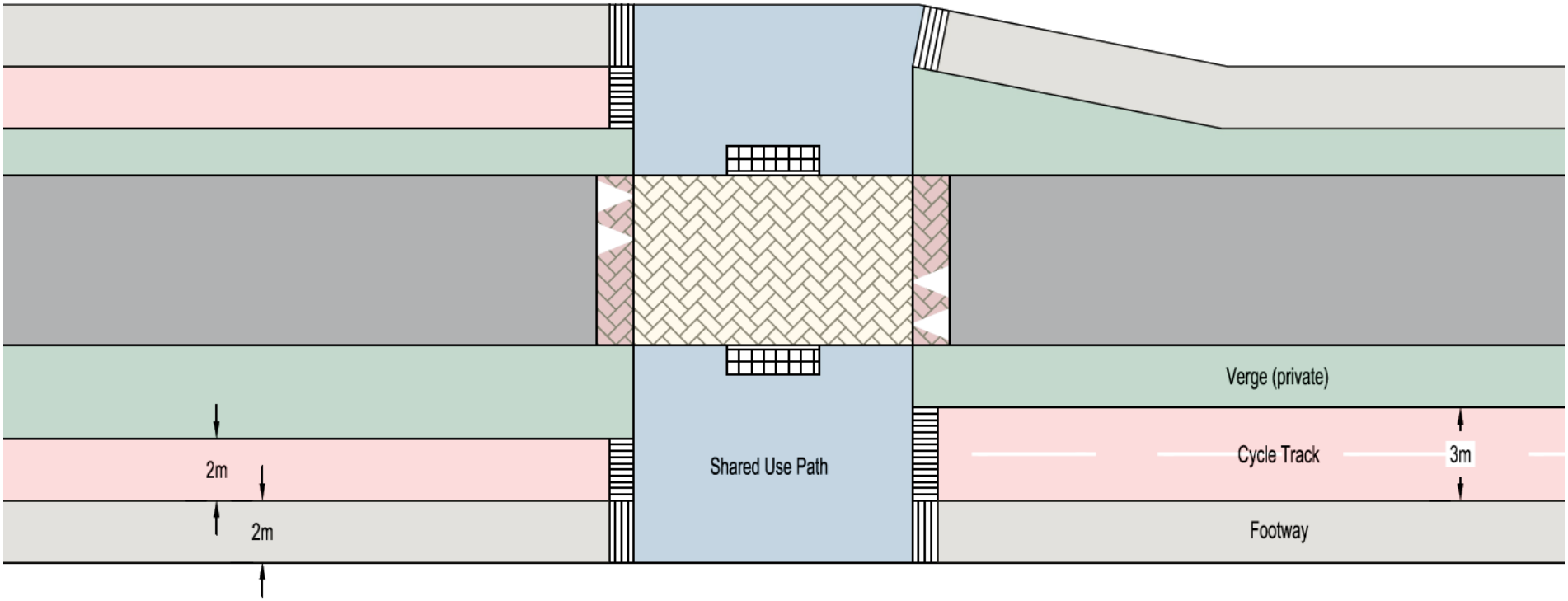


Figure 13 – Diagrammatic Road Layout

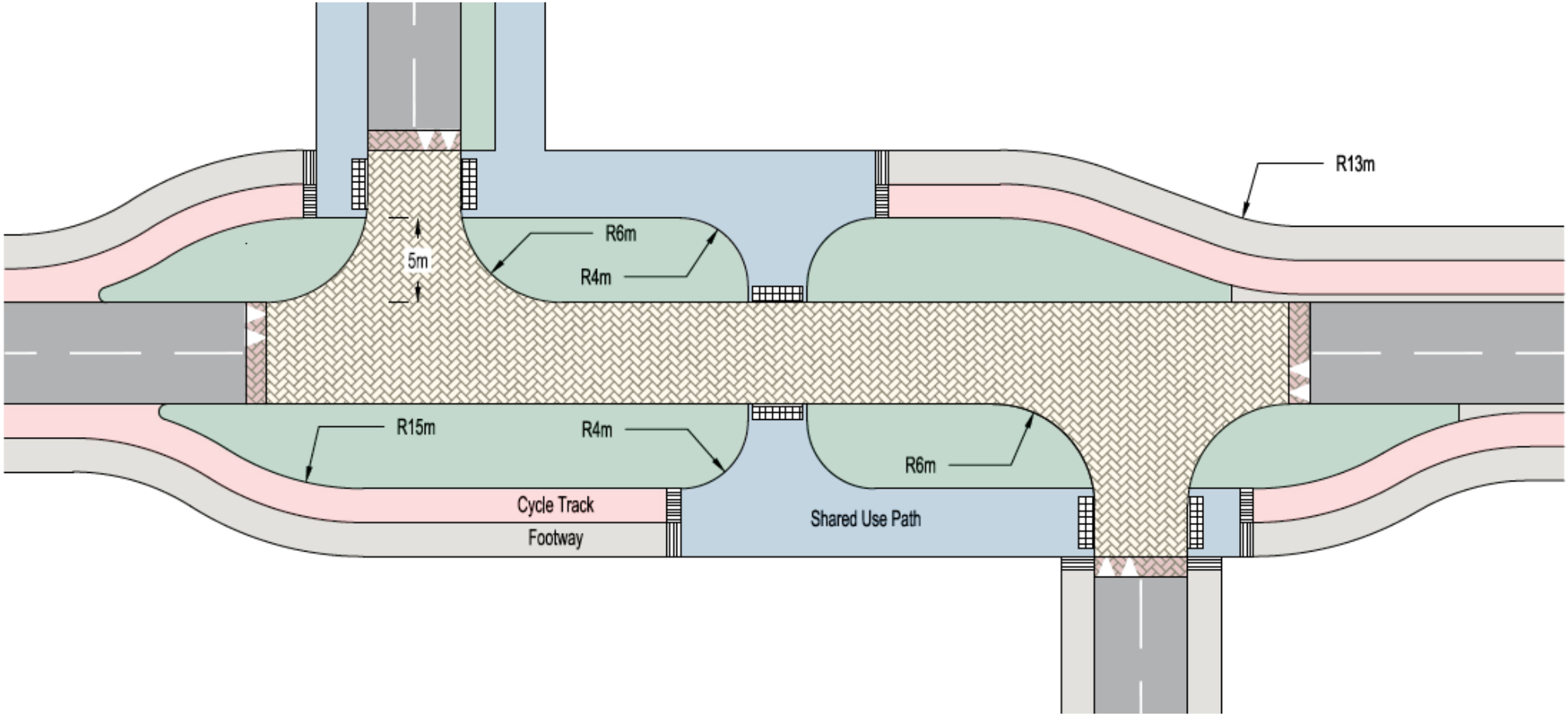


Figure 14 – Diagrammatic Priority Junction (with one-way cycle tracks)

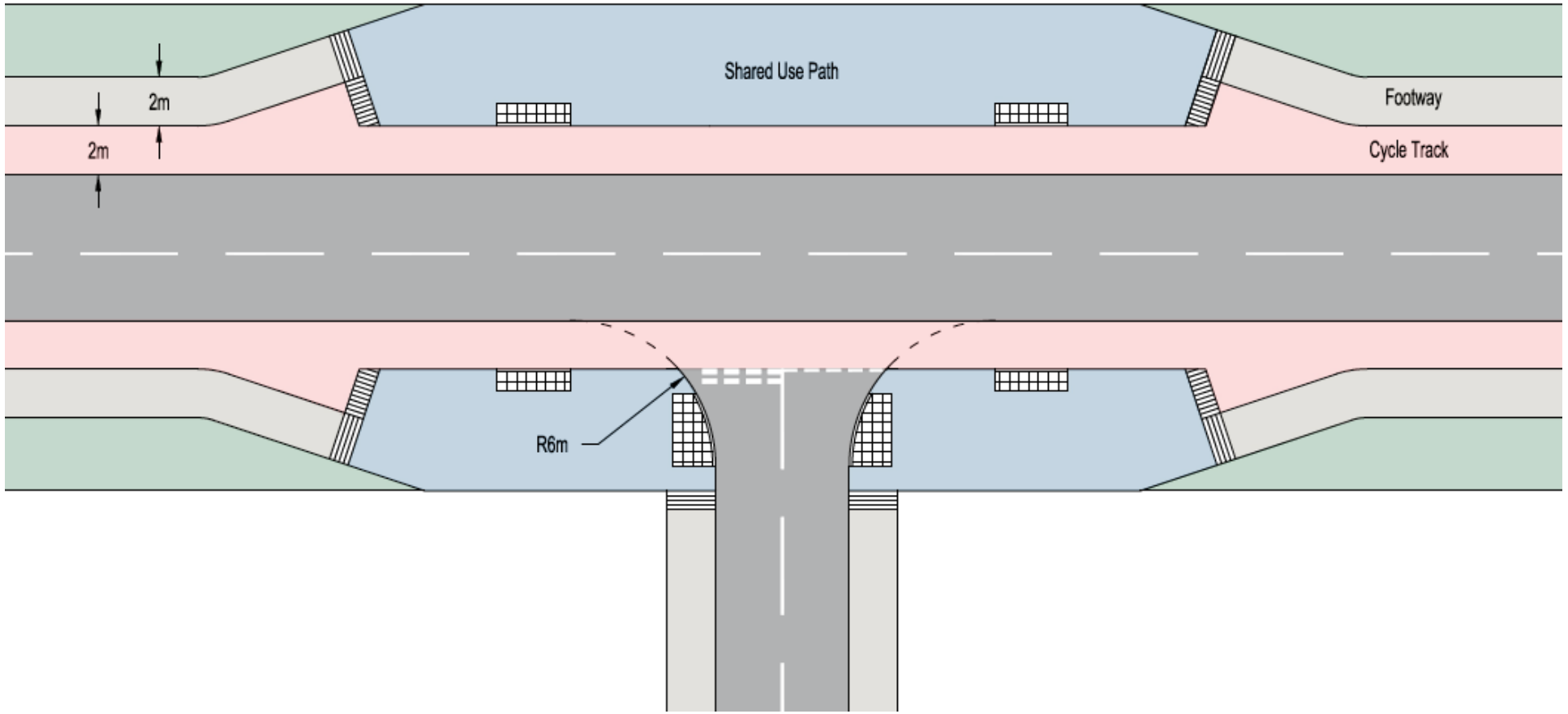


Figure 15 – Pedestrian & Cycle Priority at Side Roads

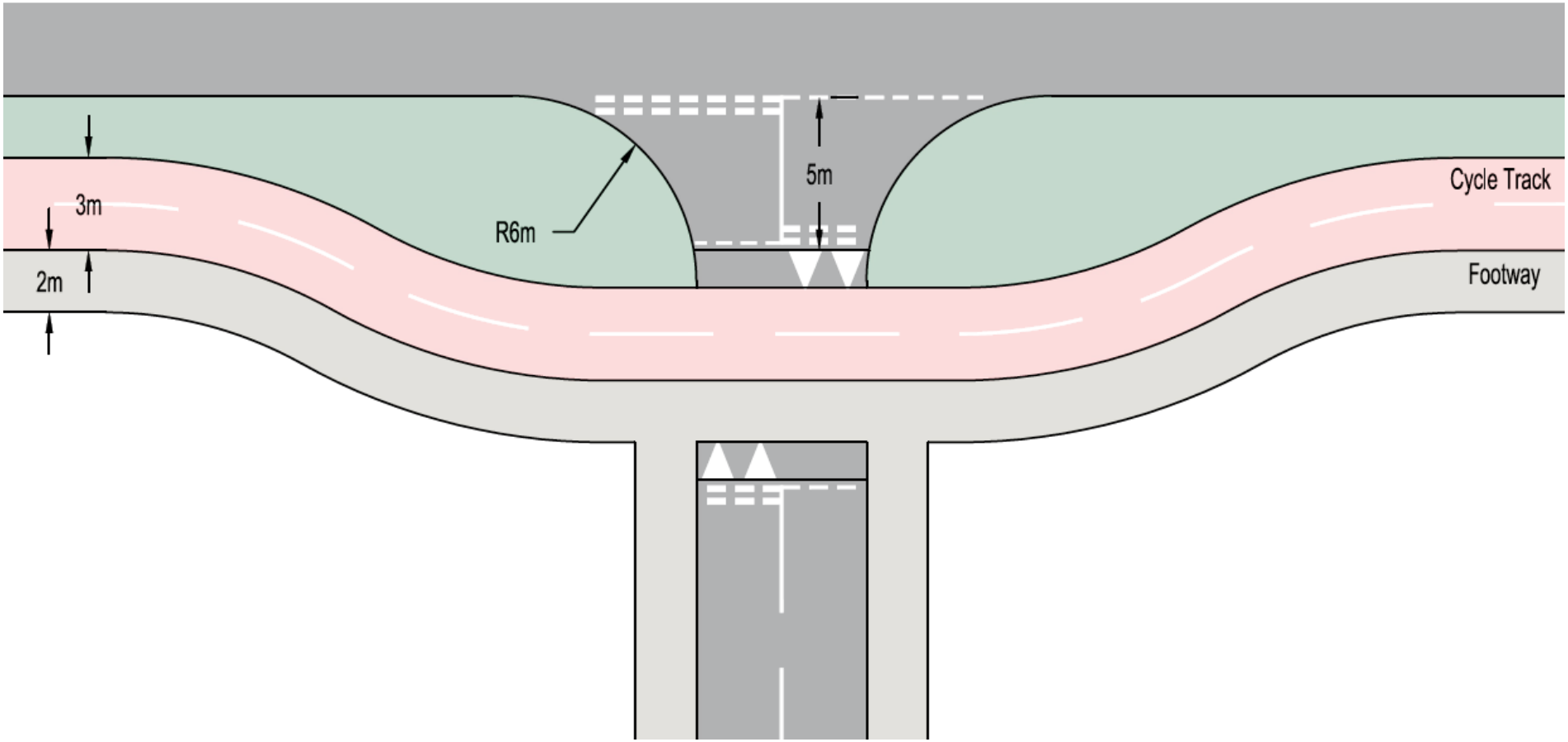


Figure 16 - Crossroads

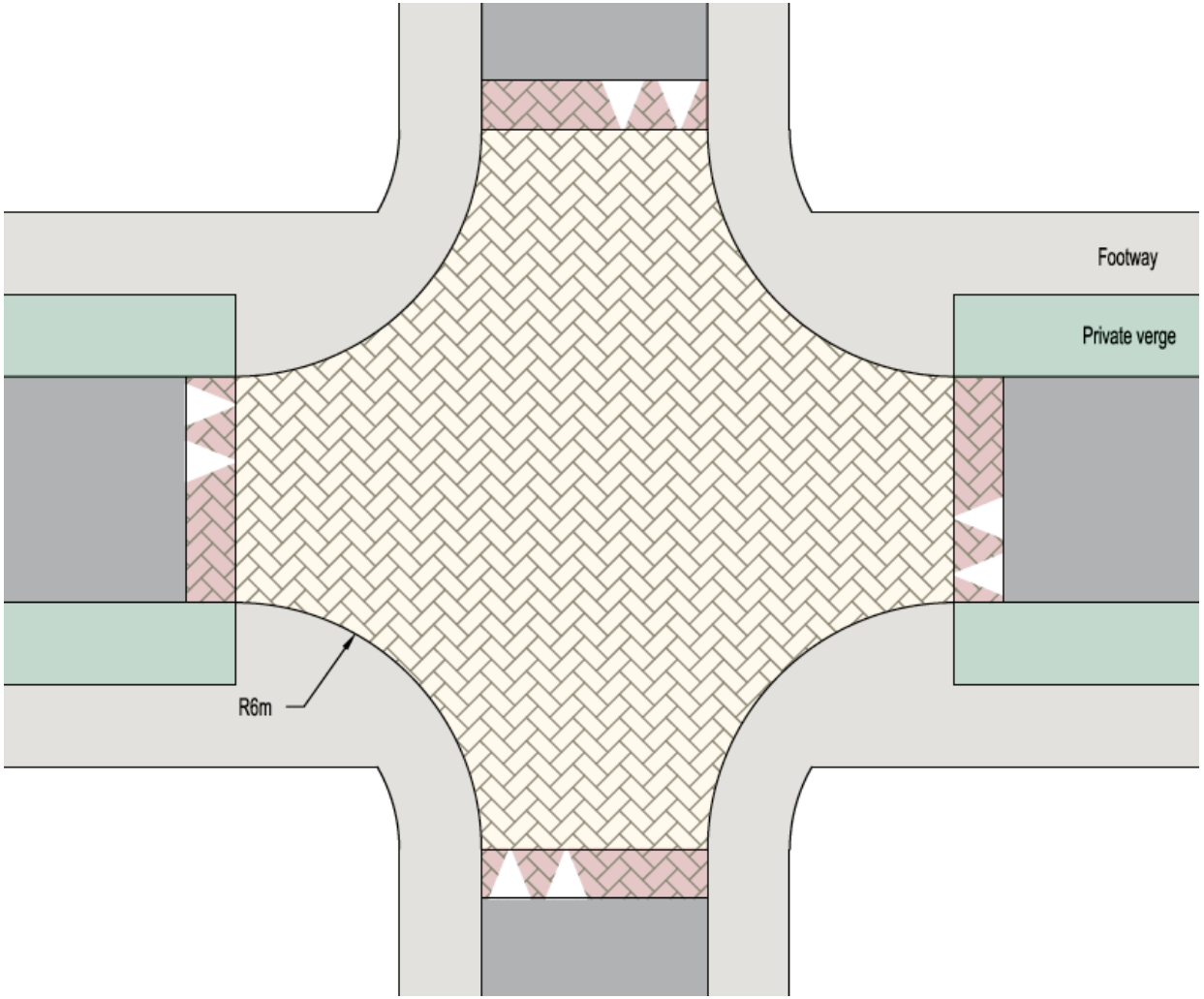
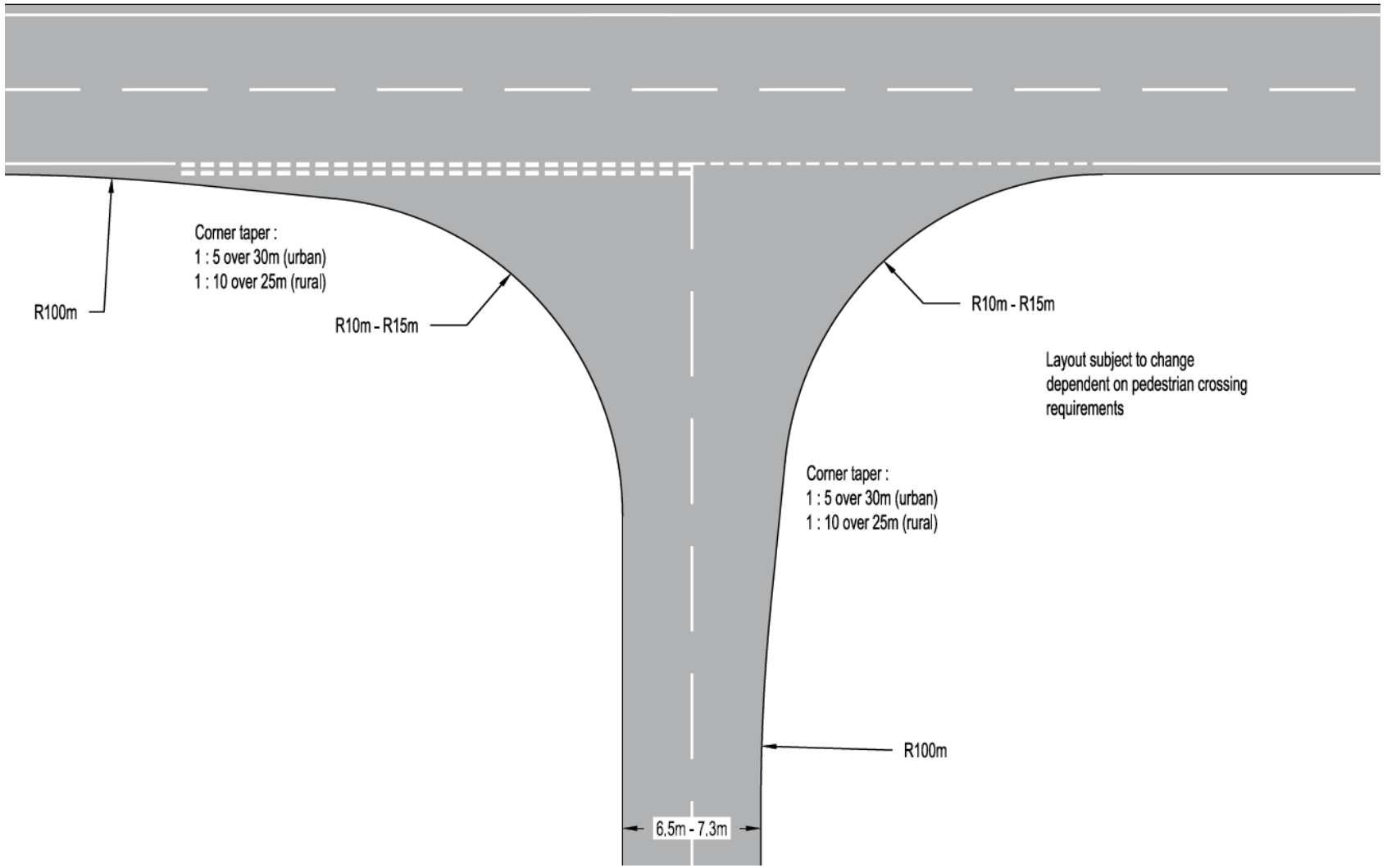


Figure 17 – Typical Commercial Priority Access



Cambridgeshire County Council

Appendix A: Key Design Criteria

Link Type	Widths	Dwellings Served	Minimum Cycle Provision	Design Speed	Gradient	Visibility Splay	Min Vertical Curvature	Min Horizontal Curvature	Junction Radii	Kerb Upstand	Min Spacing of Speed Control Features	Min. Minor Road Junction Stagger	Comments
Distributor Road & Bus Routes	6.1m – 7.3m subject to vehicle tracking	Up to 100 with single point of access. No upper limit, it multiple points of access provided; subject to suitable standard of access junction.	Cycle infrastructure off-carriageway. Segregation advisable between pedestrians and cyclists.	20-30 mph In 30 mph settings, a buffer between carriageway and NMU provision is required. 30 mph limits restricted to major infrastructure with prior agreement from the Engineer.	Max: 1:20 Min: 1:150 Up to 1:250 with channel blocks where the site cannot be re-profiled, at the Engineer's discretion.	2.4m x 43m (30mph) 25m (20mph)	Crest: 10m Sag: 9m	Subject to vehicle tracking & visibility	10m – 15m subject to vehicle tracking	125mm	80m (20mph)	30mph 43m (adj.) 21.5m (opp.) 20mph 25m (adj.) 12.5m (opp.)	Speed control measures do not generally include vertical deflection except for cycle / pedestrian crossings and then at 1:20 with table tops of at least 6m length. Speed control on 30mph roads must be considered in context of the development, setting, masterplan etc. Bus stops on carriageway. Not in laybys.
Major Estate Roads	5.5m	Up to 100 with single point of access. Up to 500 with multiple points of access.	Cycle infrastructure off-carriageway desirable but on-carriageway acceptable with appropriate consideration.	20 mph (to be secured through TRO)	Max: 1:20 Min: 1:150	2.4m x 25m	Subject to vehicle tracking & visibility	Subject to vehicle tracking & visibility	6m – 8m (urban) 10m (rural)	125mm	80m	25m (adj.) 12.5m (opp.)	Dwellings to have sufficient gardens / setback to ensure doors / windows / porches do not encroach the highway. Localised narrowing / build-out may be appropriate for use; to be agreed with the Engineer. White lining (lane markings, give-ways etc.) should generally be avoiding.
Minor Estate Roads	5.0m	Up to 100 with single point of access Up to 300 with multiple points of access	On-street cycling acceptable.	20 mph (to be secured through TRO)	Max: 1:20 Min: 1:150	2.4m x 25m	Subject to vehicle tracking & visibility	Subject to vehicle tracking & visibility	6m	125mm	80m	25m (adj.) 12.5m (opp.)	
Shared Surface Streets	6.0m + 0.5m paved maintenance strips	Up to 12 if cul-de-sac	On-street cycling acceptable.	20 mph (to be secured through TRO)	Max: 1:20 Min: 1:80	2.4m x 25m	Subject to vehicle tracking & visibility	Subject to vehicle tracking & visibility	6m	25mm	80m	18m (adj.) 9m (opp.)	
Shared Private Drive	5m for a minimum length of 8m	Up to 5.			Max: 1:20 Min: N/A								Once past the initial access, the acceptability of an internal width of 3.7m – 4.1m is dependent upon site layout.
Emergency Access	4.1m desirable 3.7m min				Max: 1:20 Min: 1:150		Crest: 10m Sag: 9m	Subject to vehicle tracking & visibility					Emergency accesses may take the form of a footpath or cycle track for day-to-day use.
Single Driveway	3.1m - 3.6m				Max: 1:12 Min: N/A								
Cycle Track	2m one-way 3m two-way				Max: 1:20 Min: 1:150	2.4m x 25m	Crest: 6m Sag: 5m	25m desirable 15m min (subject to agreement)	4m				Pedestrian and cycle crossings should generally by uncontrolled unless located on major desire lines or across busy roads.
Footway	2m		Footways to be provided except on shared space streets.		Max: 1:20 Min: 1:150								
Shared Footway & Cycleway	3m desirable				Max: 1:20 Min: 1:150	2.4m x 25m	Crest: 6m Sag: 5m	25m desirable 15m min (subject to agreement)	4m				

Cambridgeshire County Council

Appendix B: Side Slopes, Ditches & Watercourse

		Level verge width (measured from carriageway / footway nearside edge)			
		Less than 0.5m	0.5m - 0.99m	1m - 1.99m	2m or greater
Depth of ditch invert / watercourse water level	Less than 0.5m	1:3	1:2	1:2	1:1.5
	0.5m - 0.99m	N/A	1:3	1:2	1:2
	1.0m - 1.49m	N/A	N/A	1:3	1:2
	1.5m or greater	N/A	N/A	N/A	1:3

Where a footway or cycle track is present, a three rail fence may be required on safety grounds at the Engineer's discretion.

Each ditch adjacent to new or widened highway must be assessed on a site-by-site basis. The above values are initial values in lieu of a ground investigation and a geotechnical assessment.

Where poor ground conditions exist, the above may be subject to review.

Cambridgeshire County Council

Appendix C: Useful Links

- *'Highway Adoption: The Adoption of Roads into the Public Highway (1980 Highways Act)'* – Department for Transport https://www.gov.uk/government/publications/adoption-of-roads-by-highway-authorities
- *'National Design Guide: Planning practice guidance for beautiful, enduring and successful places'* – Ministry of Housing, Communities & Local Government https://www.gov.uk/government/publications/national-design-guide
- *'Inclusive mobility: making transport accessible for passengers and pedestrians'* – Department for Transport https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians
- Local Transport Notes – Department for Transport https://www.gov.uk/government/collections/local-transport-notes
- DfT Circulars – Advice for Transport Professionals and Local Councils https://www.gov.uk/government/collections/dft-circular
- *'Manual for Streets'* – Department for Transport https://www.gov.uk/government/publications/manual-for-streets
- *'Design Manual for Roads and Bridges'* – Standards for Highways https://www.standardsforhighways.co.uk/dmrb/
- *'MCHW Volume 3 Highway Construction Details'* – Standards for Highways https://www.standardsforhighways.co.uk/ha/standards/mchw/vol3/section1.htm
- *'MCHW Volume 1 Specification for Highways Works'* – Standards for Highways https://www.standardsforhighways.co.uk/ha/standards/mchw/vol1/index.htm
- The Traffic Signs Regulations and General Directions https://www.tsrgd.co.uk/#tsrgd-pdfs
- *'Traffic Signs Manual'* – Department for Transport https://www.gov.uk/government/publications/traffic-signs-manual
- *'Guidance on the Use of Tactile Paving Surfaces'* – Department for Transport https://www.gov.uk/government/publications/inclusive-mobility-using-tactile-paving-surfaces
- *Cambridgeshire County Council Highways Development https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development*
- *Cambridgeshire County Council Highways Searches https://www.cambridgeshire.gov.uk/business/highway-searches*
- *Cambridgeshire County Council Developing New Communities https://www.cambridgeshire.gov.uk/business/planning-and-development/developing-new-communities*
- *Cambridgeshire County Council Highway Licences and Permits https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highway-licences-and-permits*
- *Cambridgeshire County Council Flood and Water https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water*
- *Cambridgeshire County Council Traffic Regulation Orders https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/traffic-regulation-orders*
- *Cambridgeshire County Council Rights of Way https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/rights-of-way*
- *Cambridgeshire County Council Definitive Map and Statement https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/definitive-map-and-statement*
- *Cambridgeshire County Council Road Safety https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-safety*

CCC472291490 - Commuted Sums Policy

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your name: Barry Wylie

Your job title: Asset Planning Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your phone: 07833556793

Your email: barry.wylie@cambridgeshire.gov.uk

Proposal being assessed: Commuted Sums Policy

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes : Whilst a number of previous documents referred to the collection of commuted sums, they were disparate and could be contradictory in nature, with no consistent approach across the wider highway service. This is a new policy, formalising the approach and enabling the Council to collect commuted sums for non-standard highway infrastructure that it adopts further to developments by third parties.

What is the proposal: Currently there is no coherent Policy on the collection of commuted sums. This new policy will ensure commuted sums are collected to help the Council offset the future maintenance costs of new infrastructure that they acquire. Typically, such sums that it acquires from third parties undertaking developments which result in the council becoming responsible for new assets.

What information did you use to assess who would be affected by this proposal?: A national guide on the collection of commuted sums has been produced by CSS/ADEEPT, the Association of Directors of Environment, Economy, Planning and Transport, setting out a good practice approach. We have also undertaken an assessment of how a number of highway authorities deal with commuted sums, and the actual commuted sums that are collected. Our proposed approach reflects the principles of the CSS/ADEEPT guidance and is similar to the approach taken nationally by other highway authorities. This proposal has been considered in conjunction with the Housing Estate Road Construction Specification and the General Principles for Development as all three proposals are intrinsically linked.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: This specifically will affect the Highways Development Management Team and the Highway Maintenance Team. It will affect those third parties who wish for residential developments to become publicly maintainable and who enter into agreements via Section 38 and Section 278 of the Highways Act 1980.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: In general affected persons should be impacted positively by this policy. The outcome from this policy would be an increase in the available funding to maintain highway infrastructure, to the benefit of all.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Marriage and civil partnership, Race, Sex, Socio-economic inequalities

Research, data and /or statistical evidence: No specific research has been carried out to ascertain which affected groups will be affected. However, with increased funding available for highway maintenance activities generated from the implementation of this policy, it is clear all affected groups would benefit.

Consultation evidence: During the development of this policy, a number of highway authorities were approached to ascertain their approach to the collection of commuted sums. Legal advice has been sought to ensure compliance. All users of the highway would be positively affected.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: The benefits of the commuted sums policy will be an increase in funding, ring fenced to highway maintenance, to improve the condition of highway infrastructure and maintenance activities within the public highway. The policy also gives officers the discretion to waive commuted sums where infrastructure supports the councils wider aims and objectives. This effectively incentivises development which might be of benefit to those with protected characteristic.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: There are no negative implications from this proposal

How will the process of change be managed?: The implementation of this policy will be carried out internally by the Highway Development Management and Highway Maintenance Teams. Users should see no negative implications and only benefit from increased highway infrastructure maintenance.

How will the impacts during the change process be monitored and improvements made (where required)?: There will be no impact to people with protected characteristics. The process will be managed internally, with only positive benefits being realised.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
There are no negative impacts associated with this proposal	Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Marriage and civil partnership, Race, Sex, Socio-economic inequalities	Medium	No negative implications.	Highway Maintenance Team	31/03/2024

Head of service: Jon Munslow

Head of service email: jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

CCC472643121 - Housing Estate Road Construction Specification

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your name: Barry Wylie

Your job title: Asset Planning Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your phone: 07833556793

Your email: barry.wylie@cambridgeshire.gov.uk

Proposal being assessed: Housing Estate Road Construction Specification

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes : The Policy document sets out the standards for developers to adhere to when constructing new residential developments, where they require them to become adopted public highway under S38 and S278 of the Highways Act 1980.

What is the proposal: This document has been in use for many years, but has never been formally approved by Committee. It is proposed, due to the strong links with the proposed commuted sums policy that this document is also approved via committee. This document sets out the 'standard infrastructure' that commuted sums will not be levied on.

What information did you use to assess who would be affected by this proposal?: This document is a technical standard for the construction of highway infrastructure. It is based upon national guidance and national specifications and is developed to ensure all affected people are provided with highway infrastructure of a high standard, meeting all current requirements to assist vulnerable people. it has been developed by Highways and Development Management staff to ensure it delivers a robust specification for new residential developments that are to be adopted. This proposal has been considered in conjunction with the Commuted Sums Policy and the General Principles for Development as all three proposals are intrinsically linked.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: All users of the highway will be affected by this proposal.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: It may be that there is considered a positive impact as all new highway infrastructure will comply with the most current requirements to assist anyone with specific protected characteristics.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Marriage and civil partnership, Race, Sex, Socio-economic inequalities

Research, data and /or statistical evidence: This is a technical specification for the construction of highway infrastructure and complies with all current standards and requirements.

Consultation evidence: There has been no specific consolation on this document, however the national standards to which it refers would have been subject to wide consultation.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: As this specification is referencing current national standards and guidance, all new infrastructure will be constructed to maximise the benefit to those characteristics where accessibility and mobility may be a concern.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: there are no negative impacts from this proposal

How will the process of change be managed?: This is an existing process, that we are formalising through committee, there is no change management to consider

How will the impacts during the change process be monitored and improvements made (where required)?: No change management to consider.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
There are no negative impacts	Age, Disability	Low	No negative impact	Highway Maintenance / Development Management	28/03/2024

Head of service: Jon Munslow

Head of service email: Jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

CCC473152361 - General Principles for Development

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your name: Barry Wylie

Your job title: Asset Planning Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your phone: 07833556793

Your email: barry.wylie@cambridgeshire.gov.uk

Proposal being assessed: General Principles for Development

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes : This document sets out the principles and requirements in respect of new highway infrastructure or altered development access proposals in conjunction with best practice and local & national planning and transport policy. Its purpose is to ensure future adopted public highway meets current standards.

What is the proposal: This is an existing document that has been used to manage residential development proposals by the Highway Development Management team. The proposal is to formalise the document by gaining committee approval.

What information did you use to assess who would be affected by this proposal?: This document reflects national policy, best practice and established legal principles, containing advice and guidance on how developers can design and construct prospective adopted highway for the benefit of all users. This proposal has been considered in conjunction with the Housing Estate Road Construction Specification and the Commuted Sums Policy as all three proposals are intrinsically linked.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: All users of the highway

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: No

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: There is no significant impact on affected persons. Ensuring that prospective adopted highway is constructed to modern standards, with regard to accessibility a positive impact may be realised.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Marriage and civil partnership, Race, Sex, Socio-economic inequalities

Research, data and /or statistical evidence: This is a technical specification for the construction of highway infrastructure and complies with all current standards and requirements.

Consultation evidence: There has been no specific consolation on this document, however the national standards to which it refers would have been subject to wide consultation.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: As this specification is referencing current national standards and guidance, all new infrastructure will be constructed to maximise the benefit to those characteristics where accessibility and mobility may be a concern.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: there are no negative impacts from this proposal

How will the process of change be managed?: This is an existing process, that we are formalising through committee, there is no change management to consider

How will the impacts during the change process be monitored and improvements made (where required)?: No change management to consider.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
there are no negative impacts	Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Marriage and civil partnership, Race, Sex, Socio-economic inequalities	Low	N/A	Highway Maintenance / Highway Development Management	28/03/2024

Head of service: Jon Munslow

Head of service email: Jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Highways Operational Standards 2023/24

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director for Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2023/029
Outcome:	To Approve the updates to the County Council's Highway Operational Standards document.
Recommendation:	To approve updates to 9 sections of the Highway Operational Standards. These are highlighted in yellow in Appendix A to this report.

Officer contact:
Name: Mike Atkins
Post: Highways Asset Manager
Email: mike.atkins@cambridgeshire.gov.uk
Tel: 07881 332 792

Member contacts:
Names: Cllr Alex Beckett/Cllr Neil Shailer
Post: Chair/Vice-Chair of Highways and Transport Committee
Email: alex.beckett@cambridgeshire.gov.uk
neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 The County Council has a suite of highway asset management documents. This suite of documents comprises: the Highways Asset Management Policy, Highways Asset Management Strategy and the Highway Operational Standards (HOS).

1.2 This report seeks the committee's approval for a number of policy updates within 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 (including public rights of way) in Cambridgeshire. The documents support 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. They also ensure a consistent approach to the management of assets and provide clarification and definition of standards delivered through highway maintenance.

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 2023-24. The Council receives £2,082,000 via the Incentive Fund. The incentive funding process requires us to adopt a culture of continuous improvement in our highways asset management approach in order to secure funding in the future. The maximum level of incentive funding is assumed within the Business Plan for 2023-24.

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 key updates have been made to the HOS, as highlighted in Appendix A. Statistics and financial figures have also been updated to reflect the ever-growing nature of the highways network and assets, together with the outcomes of the 2023/24 business planning processes.

<u>Updates to the HOS</u>

Please see Appendix A to this report. This is the HOS document, with the below key changes highlighted.

2.5 Update 1: Section 3.14. The County Council assesses the condition of its roads via annual programmes of condition surveys. This objective condition data is a key factor in formulating forward programmes of work. The data is also used to calculate key performance indicators regarding the condition of the highways network.

For ‘A’, ‘B’ and ‘C’ class roads these surveys have previously been undertaken using a SCANNER machine. For unclassified roads, a coarse visual assessment (CVI) has been undertaken. High-definition AI video surveys have been used in 2022/23 in the assessment of the county’s road condition. From 2023-24, this will become our main condition assessment method. This survey method provides succinct wide-ranging condition data and ratings which are then reviewed in an office environment supporting better programme decision making. The inspection frequency will remain the same.

The images provided will also enable officers to make assessment of some highways issues remotely, obviating the need for some site visits. This will increase efficiency; help reduce the carbon emissions associated with the highways maintenance service and reduce the safety risks associated with site visits.

2.6 Update 2: Section 9.4: Further to the business planning processes for 2023-24, some savings are to be made via amendments to weed killing standards. These changes are now proposing a risk-based approach rather than a set number of treatments per year.

2.7 Update 3: Appendix F, item 17: The policy regarding roadside memorials has been changed. The revised wording was proposed by the Vision Zero Partnership for Cambridgeshire and Peterborough and was developed by officers from Road Safety, highways maintenance and the police. The proposed wording will provide greater clarity to highways officers and families.

2.8 Update 4: Appendix F, item 29: The speed limits policy has been amended to reflect the new 20 mph limit policy, as approved by this committee at its meeting held 6 December 2022.

2.9 Update 5: Principally section 7: All references to commuted sums have been removed from the HOS. A separate report and proposed commuted sums policy is being considered by this meeting of the Highways and Transport Committee.

2.10 Update 6: Appendix J: The County Council is responsible for holding and maintaining the definitive record of rights of way in the county. This is the Definitive Map and Statement. The Council receives applications to amend these records and also proactively identifies anomalies in the records that might require rectification.

Changes are proposed to the way that these applications and proactive orders are prioritised for processing. A system of prioritisation is needed due to a high influx of applications during 2022 on top of an existing backlog of cases, resulting in a volume of cases that is significantly above the capacity of staff to process them. The limitations of the existing Statement of Priority means that, whilst some cases are prioritised, there is no differentiation between the rest apart from the year of application. A scoring system has been developed to ensure a consistent and justifiable prioritisation process is used. This revised Statement of Priorities and scoring system has been developed following consultation with the Local Access Forum (LAF) and has been tested with sample cases.

2.11 Update 7: Appendix T: The Council receives requests for alterations to the surfacing types of rights of way. Such requests might be associated with planning applications, requests from landowners or other interested parties.

It is important that such proposals are considered in the light of the preferences of all interested parties and that there is a defined, transparent process for such decisions being made. The proposed authorisation procedure is set out at Appendix T of the HOS. Further to consultation, including with the Local Access Forum (LAF), it is proposed that the final decision on significant changes to rights of way surfacing be made by the Assistant Director (Highways Maintenance). Decisions on surfacing types will have due regard to the Draft Cambridgeshire Active Travel Design Guide.

2.12 Update 8: Appendix F, item 44: The guidance on community verges has been updated to ensure that the consideration of applications to plant trees, shrubs and the like in the highway has due regard to the needs of biodiversity and carbon capture.

2.13 Update 9: Appendix H: The Skid Resistance Policy has been amended to remove references to texture depths, as measured by SCANNER. This is because we will no longer be undertaking SCANNER surveys (please see paragraph 2.5).

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The asset management approach to highway maintenance is the basis for many of the operational policies and standards contained within the HOS. This approach is predicated upon preventative maintenance treatments being applied to highways at the appropriate points in their lifecycles. Such preventative maintenance minimises the need for deeper, more expensive treatments to be applied at later dates.
- It is these deeper treatments that are the most environmentally harmful since they require greater use of materials (including virgin aggregates) and associated transport. These carbon emissions are exacerbated by road users having to travel further via diversion routes and having to wait at traffic control, such as traffic signals.
- Given the above, the over-arching principles of the HOS are a key factor in minimising the environmental effects and carbon footprint of the highways maintenance service.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

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

- 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.

3.4 Children and Young People
There are no significant implications for this priority.

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

- The HOS is a key document in enabling the transport of goods and passengers across the county and beyond.
- The policies in the HOS and the updates set out in this report are instrumental in facilitating all relevant modes of travel on the county's highways, with due regard to the prioritisation of active travel. The policies and updates concerning the county's rights of way are particularly relevant in this respect.

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
There are no significant implications within this category

4.4 Equality and Diversity Implications
Equality and Diversity Impact Assessments have been carried out for the following updates to the HOS and are provided as Appendix B to this report:

- Memorials and Floral Tributes on the Highway
- Weed killing
- Definitive Map Modification Order Applications Statement of Priorities
- PROW Change of Surface authorisation

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

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:
The proposed changes to the HOS will help facilitate all forms of transport on the county's highways. The changes concerning rights of way will have particular regard to the requirements for active transport.

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 Status:
There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:
Positive/**neutral**/negative Status:
There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status:
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 regarding rights of way will help ensure that all these modes of transport receive due consideration.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/**neutral**/negative Status:
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 Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: Jon Munslow

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: Iain Green

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

5. Source documents guidance

5.1 Source documents

None

Cambridgeshire County Council

Highway Operational Standards 2023-2033

April 2023

Cambridgeshire County Council's

Highway Operational Standards

CONTENTS

Section

Appendices

1. Introduction

1.1 This Highway Operational Standards (HOS) sets out how Cambridgeshire County Council manages and maintains the highway infrastructure for which it is responsible. It brings together the County Council Corporate and the Combined Authority's Local Transport Plan objectives. This Plan details how the principles of asset management will be increasingly used to ensure that the Highways Maintenance Service meets the requirements of its users and delivers value for money.

1.2 The Department for Transport (DfT) document 'Gearing up for efficient highway delivery and funding', published in January 2014, identified how highway maintenance funding was likely to be allocated in the future. It suggested that authorities which have a highway asset management plan in place, and can demonstrate its use, will be incentivised through a revised highway maintenance funding formula. An Incentive Funding stream was implemented from 2016/17. The amount of funding that authorities receive from this source was dependent upon the extent to which they had implemented the asset management approach. The potential funding available to the Authority from this source was £2,082,000 for the 2021-22 financial year. This Plan plays an essential role in securing and maximising long term capital funding for the maintenance of Cambridgeshire's highway network.

1.3 A new national Code of Practice "Well Managed Highway Infrastructure" was published in October 2016. This supersedes the previous Codes, published in 2005, which included "Well Maintained Highways". The new Code contains fewer prescriptive standards and promotes a more risk-based approach. This Plan reflects the Authority's implementation of the key elements of the new Code.

1.4 This Plan, along with the Highway Asset Management Policy and Strategy, demonstrates the Authority's commitment to highway asset management via an approach that is tailored to Cambridgeshire's needs, whilst also recognising national best practice. The Plan sets out how progress in implementing the asset management approach is monitored. The integrated approach promoted throughout the Plan enables the consideration of the wider issues associated with the management of the county's transport network, such as sustainability and growth pressures.

1.5 Cambridgeshire's highway network is by far the most valuable asset for which the County Council is responsible, with a gross replacement cost in the order of £12 billion. The highway assets covered by this plan are outlined in Section 2.

1.6 The purpose of this Plan is to:

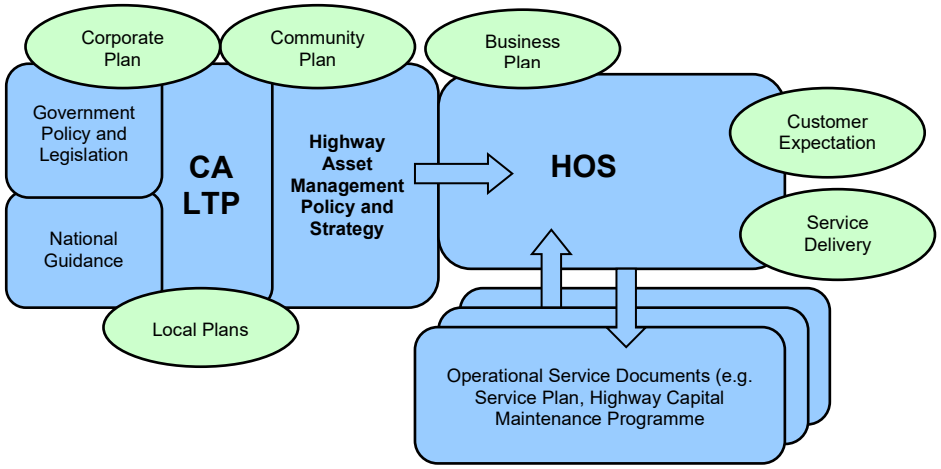
- Define affordable highway service standards
- Publish investment and maintenance strategies for key highway asset groups
- Improve the way in which the county's highway are managed and maintained
- Enable the delivery of value for money through efficient and effective highway service provision

1.7 This Plan covers the period 2023–2033. It has been produced in accordance with national guidance provided by the Highway Maintenance Efficiency Programme (HMEP) - 'Highway Infrastructure Asset Management' and "Prevention and a Better Cure".

1.8 This Plan covers the development, maintenance and operation of Cambridgeshire's highway network.

1.9 This Plan is a key operational document that is linked intrinsically to other County Council policies and processes. This relationship is illustrated in the Systems Diagram below.

Asset Management Systems Diagram



2. Asset Descriptions

2.1 The official records of the overall status and extent of Cambridgeshire's public highway asset are managed within the Highways Maintenance Service.

2.2 A summary of the main asset groups covered in this Plan is provided below:

Summary of Assets Managed

Asset Group	Element	Quantity
Carriageways	A Road B Roads C Roads Unclassified Roads Soft Roads (unmade/green lanes) **Total** Cycle Routes Fords & causeways Traffic Calming features	480 km 578 km 1121 km 2244 km 133 km **4,556 km** 548km 7 no 1,682 no
Footways and cycleways	Cat 1a Footways Cat 1 Footways Cat 2 Footways Cat 3 Footways Cat 4 Footways (estimate) **Total** Permissive paths (excluding cycleways)	16km 60 km 61 km 179 km 2,620km **2,936 km** 644km

Structures	Pedestrian / cycle bridges Road bridges Retaining Walls Underpass / subway Signal Gantry sites PROW structures (over 5m)	142 no 921 no 64 no 17 no 4 no 2200 no approx.
Street Lighting	Street Lights Illuminated signs Illuminated bollards	54,150 no 3,240 no 2,364 no
Intelligent Transport Systems (ITS)	Traffic Signals - Junctions Traffic Signals – Crossings Variable message signs (inc Mobile VMS) Vehicle Activated Sign Parking guidance signs Real Time Passenger Information (bus stop displays) Rising Bollards (Cambridge City Centre) CCTV Cameras Flood Warning Signs	635 no 215 no 53 no 246 no 17 no 430 no 5 no 25 no 9 no
Grassed areas and trees	Highway Trees (All trees within falling distance are collectively termed 'highway trees') Verge length	87,000 no approx. 4389km
Public rights of way	Restricted Byways Byways Bridleways Footpaths **Total**	5km 407km 599km 2,240km **3,251km**
Drainage	Gullies Offlets	107534 no 7,101 no
Street Furniture	Non illuminated signs & bollards Safety Cameras Pedestrian guardrail Vehicle restraint systems (safety fencing) Weather stations Automatic Traffic Counters Verge Marker posts	73,684 no 34 no (plus one average speed camera installation) 10.78 km 80 km 3 no 66 no 6,867 no

2.3 Assets not covered by this plan

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

Assets not covered by this Plan	Responsibility
Guided Busway	CCC's Park & Ride and Busway Team
Street Lighting	Maintenance is covered by a PFI contract with Balfour Beatty. A street lighting Policy is included as an appendix to this document
Park and ride sites	CCC's Park & Ride and Busway Team
Car Parks	Multi storey and street level managed by either private company or district council

Street name Plates (owned and managed by district councils)	City/District Council
Picnic site A10 Brandon Creek	CCC maintains barrier and cuts vegetation
Bus shelters (Parish Council owned)	Parish Council except Drummer Street Bus Station Cambridge which is managed within CCC's Park & Ride and Busway Team
Pay and Display parking machines	CCC's Traffic Manager Team
Motorways and Trunk Roads • M11 – A11 to A14 • A11 – A14 to M11 • A428 – A14 to A1 • A14 – A11 to Boundary with Northamptonshire near Keyston • A1(M) – A1 near Alconbury to Peterborough Boundary North of A15 Norman Cross • A1 – A428 to A1(M) near Alconbury • A47 – Norfolk Boundary near Emneth to Peterborough boundary near Thorney Toll	National Highways In Cambridgeshire there is approximately 400km of trunk road and motorway network managed by National Highways

3. Data management

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

- Safety Inspections
- Condition Inspections / Surveys
- Inventory collection

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

3.2 Asset data is required to enable the following:

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

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

3.3 Network Hierarchy

The Council's Highway Network Hierarchy is based upon the criteria set out in the 2016 Code of Practice (CoP) Well-Managed Highway Infrastructure. The hierarchy reflects local needs and priorities. The hierarchies form the overarching framework for all data management activities. These were last reviewed in November 2017 and were due for the 3-yearly review in November 2020. However, due to the ongoing Covid 19 pandemic and the need for social distancing, it has not been possible to carry out this review. It is therefore proposed to carry out the review prior to April 2023, to be effective from 1 April 2023, the next review of this Highways Operational Standards.

3.4 Safety Inspections

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

3.5 Cat 1 (a & b) defects identified as part of Safety Inspections shall either have orders raised immediately or shall be ordered on the same working day as the inspection. Timescales for ordering works may be exceeded by a reasonable period due to unforeseen events, such as extreme weather.

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

3.7 The formal maintenance hierarchy will be reviewed every three years, to reflect changes in the network characteristics and to ensure that the maintenance strategy reflects the current situation, rather than its use when the hierarchy was originally defined. Any significant permanent changes in network usage that occur during the three years prior to the next formal review, due to new development or other changes may be considered independently.

3.8 Where temporary situations, such as major maintenance, construction or other development involves significant traffic diversion, or when congestion in one part of the network results in temporary traffic shift to another part of the network, these changes should be reflected in the safety inspection frequency. These temporary changes will be at the discretion of the District Highway Maintenance Manager and managed locally. Temporary adjustments to the next inspection due date will be managed locally until the temporary situation has been resolved, and the default inspection frequency will resume. All temporary amendments shall be clearly recorded, stating reasons for commencement and termination of any increased inspection frequency.

3.9 Where temporary adjustments have been made to the inspection frequency, consideration may be given to adjusting the defect intervention criteria applicable to the section of road affected to reflect its temporary new status. Any adjustment to the defect intervention criteria shall be clearly recorded, stating the reasons for any adjustment, or the reasons for keeping the defect intervention standards the same.

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

3.11 A separate hierarchy is provided and recorded for each asset (carriageway, footway, cycle route) dependant upon the needs, priorities and actual use of each infrastructure asset. An inspection frequency will be assigned to each asset based upon its categorisation as per the tables below. Thus a separate hierarchy exists for carriageways, footways and cycle routes.

3.12 However, all infrastructure assets, i.e. carriageway, footway and cycle route will in practice be inspected at the same time, to the highest frequency that has been set for any asset. As an example, if the carriageway is subject to a monthly inspection, and the footway is subject to an annual inspection, all assets will be inspected on a monthly basis. The highest inspection frequency is set against each street entry in the inspection management system, Symology's Insight.

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

Inspection frequencies for main asset groups

Carriageways

Category	Hierarchy Description	Type of Road General Description	Description	CCC Inspection frequency and type	CCC Inspection frequency tolerance
	Motorway	Limited access motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.	Not inspected by CCC – responsibility of Highways England	Not applicable
CW1	Strategic Route	Principal 'A' class roads between Primary Destinations	The Primary Route Network	12 times per year (monthly) – Driven	± 7 calendar days
CW2	Main Distributor	Major Urban Network and Inter-Primary Links.	Short - medium distance traffic Routes between Strategic Routes and linking urban centres to the strategic network	12 times per year (monthly) – Driven	± 7 calendar days

CW3*	Secondary Distributor	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*	In residential and other built up areas these roads have typically 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads usually link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network	12 times per year (monthly) – Driven	± 7 calendar days
CW4	Link Road	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions	In urban areas these are residential or industrial roads connecting areas of development, typically with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads	4 times a year (3 monthly) - Driven	± 14 calendar days
CW5	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to properties and land. In urban areas they are often residential loop roads or cul-de-sacs	Annually (once per year) – Driven	± 28 calendar days
CW6	Minor Roads	Little used roads serving very limited numbers of properties	Locally defined roads typically serving 5 or less properties with lower volumes of traffic	Once every two years (24 monthly) – Driven (standard is that they are passable with care)	± 28 calendar days
CW7	Soft Roads (Green Lanes)	Unmade unclassified	Exclusively in rural areas carrying mainly agricultural vehicles and pedestrians	No formal inspection regime. Inspected on a reactive basis (standard is that they are passable in a 4 wheel drive vehicle)	Not applicable

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

Footways

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

Cycle routes

Category	Description	CCC Inspection frequency and type	CCC Inspection frequency tolerance
CY1	Prestige/busier commuter route - all cycle route provision including those metaled ROW where cycling is promoted	Twice per year (6 monthly – driven, cycled or walked) or inspected with footway/carriageway at same frequency and method	± 21 calendar days
CY2	Other routes - all cycle route provision infrastructure including those metaled ROW where cycling is promoted	Annually (Once per year – driven, cycled or walked), or inspected with footway/carriageway at same frequency and method	± 28 calendar days

3.14 Condition surveys

Condition surveys are used to provide information for the prioritisation of maintenance schemes and also for performance and benchmarking purposes. They provide key information used to determine the effectiveness of the Asset Management Strategy.

The following table describes the extent of the condition surveys undertaken.

Carriageway/ Footway

Survey Type	Extent	CCC coverage / frequency
Image/Video capture	A Roads B Roads C Roads Unclassified	Coverage to vary annually to meet Asset Management condition data requirements
SCRIM	All hierarchy CW1 & CW2 roads	100% of the network in both directions each year
Deflectograph	All roads	Scheme specific as required during development of forward programmes
Footway Network Survey (FNS)	All footways	Approximately 20-25% of the network each year

Highway Structures

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

Traffic Signals

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

Public Rights of Way

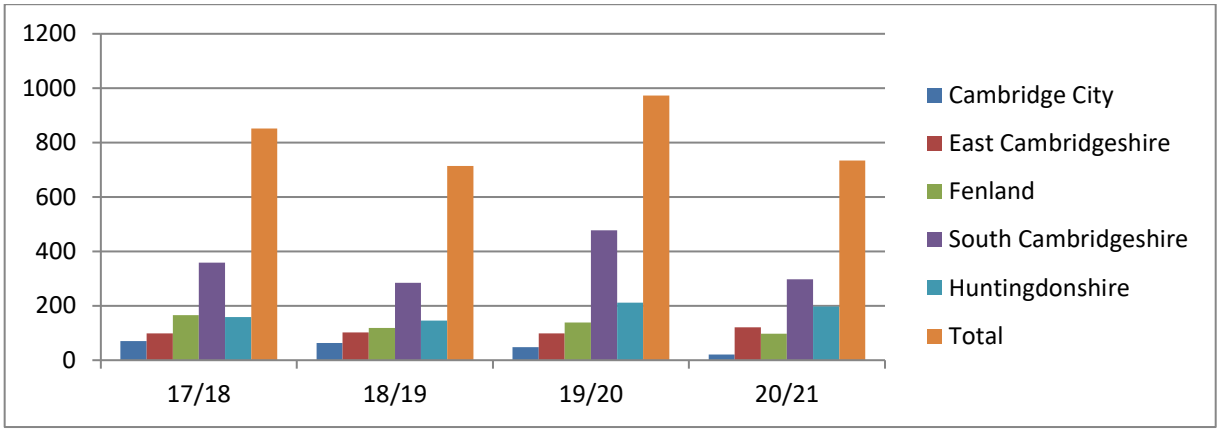
Category	Description	CCC Inspection frequency and type
PROW	All PROW	No formal safety inspection. Inspected reactively

3.15 Inventory collection

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

3.16 Insurance Claims

The number of highway related insurance claims received can be indicative of both network condition and how well the network is being managed. The graph below shows the insurance data from 2017 to 2021. Claims will continue to be monitored through the life of this plan.



	2017/18	2018/19	2019/20	2020/21
Cambridge City	70	63	48	21
East Cambridgeshire	99	102	99	121
Fenland	166	119	138	97
South Cambridgeshire	359	284	477	298
Huntingdonshire	158	146	211	197
Total	852	714	973	734

3.17 Inspector Training

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

3.18 Highway Asset Management Training

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

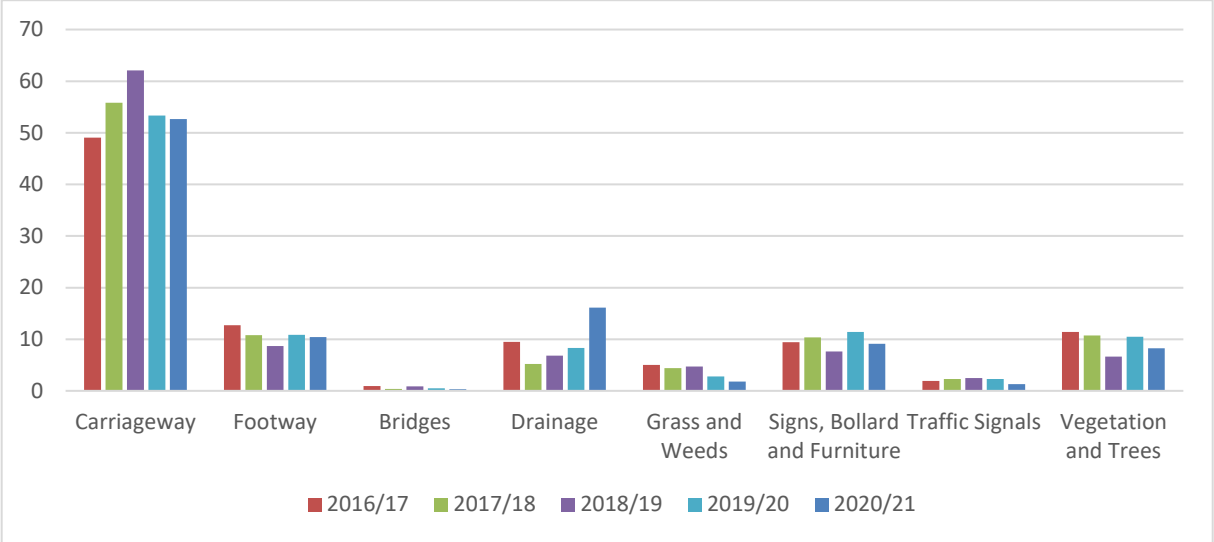
4. Community requirements and customer communications

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

4.2 Customer Priorities

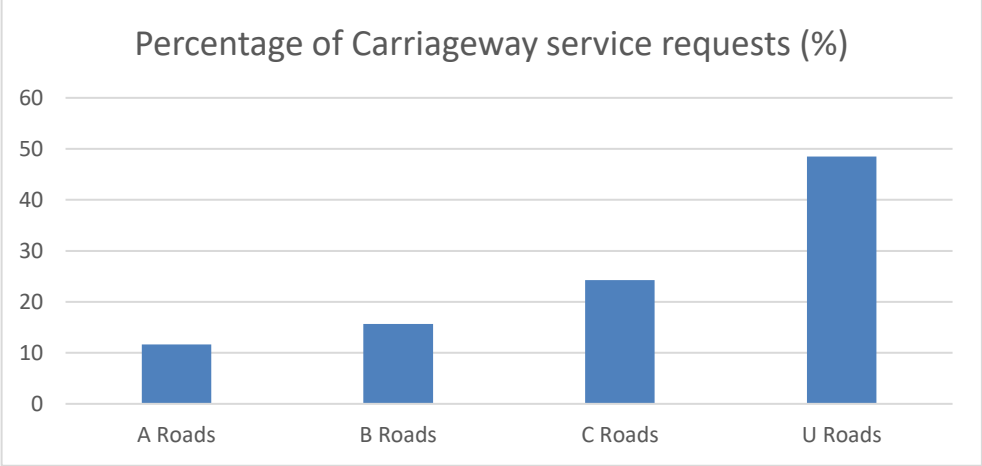
The Council's Highway Asset Management Strategy was produced following analysis of data provided by customers so that community needs could be built into the strategy and in turn used to inform the development of this Plan.

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



4.4 Analysis of these carriageway service requests shows that approximately 50% of requests relate to the condition of unclassified roads, see below. These figures support a need to focus future investment towards dealing with carriageways across all hierarchies.

Split of service requests by road class 2020 – 2021



4.5 National Highways and Transportation Survey (NHT)

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

4.6 Results from the 2021 National Highways and Transportation (NHT) customer survey for the county show that the safety and condition of roads are the criteria that are “most important to users” and the highway maintenance criterion with which users are least satisfied is the condition of roads. The data shows that of all the aspects of the highways service, the area in which customers would least like to see a reduction in the level of service is the management/maintenance of roads.

4.7 It is recognised that other highway subject areas mentioned generated significant levels of interest (in particular pavements and drainage). However, this recent customer derived data supports the need for continued increased investment in roads

(carriageways). It also indicates a clear public preference for investment in carriageways ahead of other highway assets.

4.8 Communications

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

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

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

4.11 Our communication activities will focus around:

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

4.12 In addition, all communications will:

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

5. Future Demand

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

The main demands that could become influential are:

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

5.2 Asset growth

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

5.3 Traffic growth

Traffic Growth in the county is monitored regularly and shows that the density of HGV traffic on Cambridgeshire's trunk 'A' roads is 3.7 times the national average, and on non-trunk main roads it is 56% above the national average.

5.4 Traffic Composition

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

5.5 Population Growth

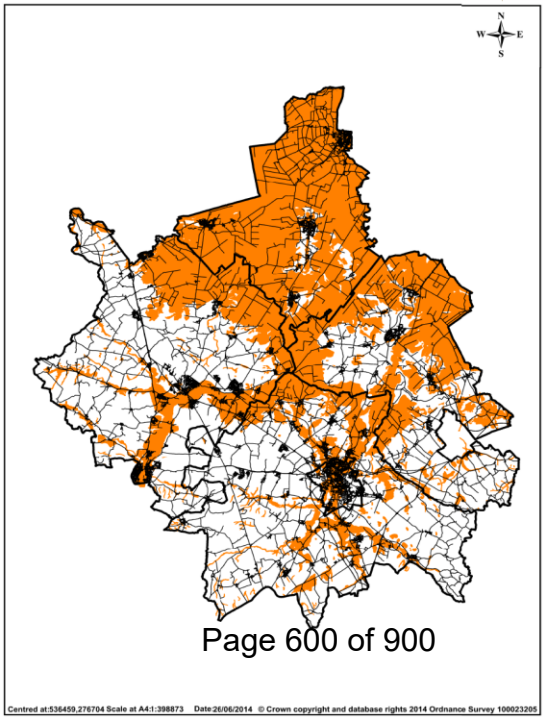
Population in the county is forecast to increase by 16% over the next 15 years (Cambridgeshire Insight - population estimates). In order to satisfy this, there will be a need to ensure that the road network and other highway infrastructure will satisfy the increased potential demand.

5.6 Environmental Conditions

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

Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. This became particularly prevalent during the summer of 2011 and 2022 which was exceptionally dry and caused widespread damage to the road infrastructure around the north of the county.

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



Class of Road	Total Network Length	Susceptible Roads by class (km)	Susceptible Roads by class (%)	% of total road class affected
A	480	147	9	31
B	578	251	15	44
C	1121	358	22	32
U	2244	906	54	40
Total	**4423**	**1662**	**100**	**38**

5.8 Severe weather events

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

6. Asset Investment Strategies

6.1 The investment strategy assumes the following funding:

- Annual LTP Capital Funding for Highways Maintenance £10.711m*
- Pothole Action Funding £8.329m
- Additional funding incorporated into the base revenue budget

* Allocation shown assuming maximum funding is achieved via the DfT Incentive Fund and that this level of funding will continue at similar levels – yet to be confirmed by the DfT

6.3 Maintenance Strategy

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

6.4 A preventative maintenance strategy is adopted for carriageways and footways, investing a greater proportion of the available budget to treat assets in the early stages of deterioration. This is opposed to a 'worst first' approach which targets investment towards those assets that are at the end of their life and are in a poorer condition.

6.5 The preventative approach being adopted means that, in some cases, roads which appear to be in poor condition might wait longer for repair, while roads which appear in better condition are treated to arrest their deterioration. This HOS clearly sets out new and affordable Service Standards in line with this approach.

6.6 There will also be changes to seasonal maintenance and the way we respond to issues reported by the public. For example, grass might be cut less often, white lines might be replaced less frequently and potholes in some locations might be allowed to further deteriorate before they are repaired.

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

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

6.9 Lifecycle Planning

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

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

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

6.10 Lifecycle Approach through Life Cycle Planning (LCP) Models

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

6.11 Lifecycle Plan Outputs

New Life Cycle Plans will be provided upon confirmation of funding levels from the DfT.

7. Financial Summary

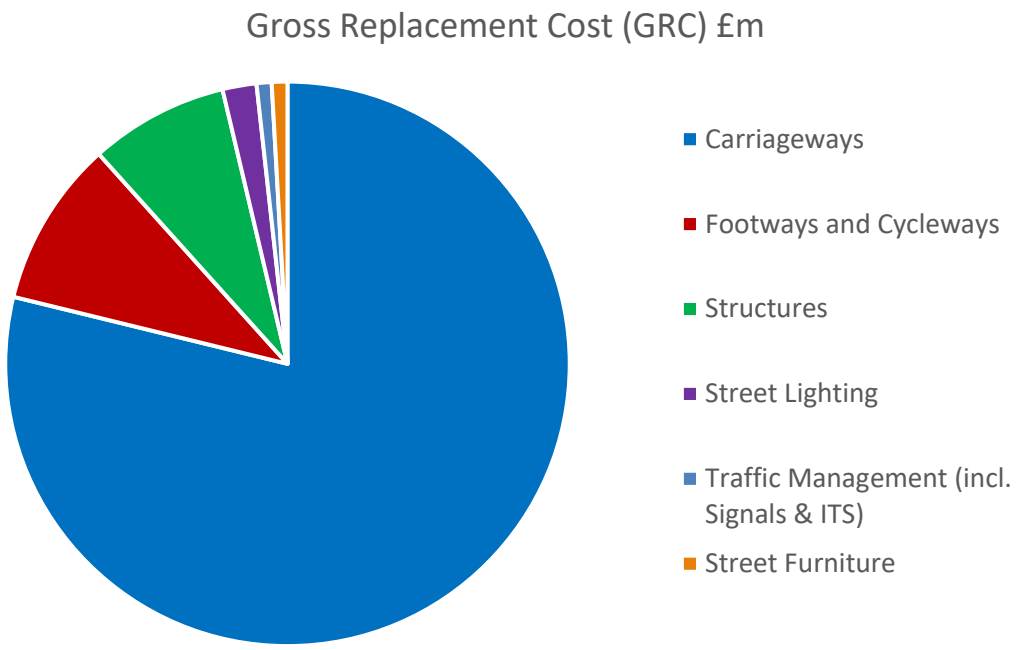
7.1 Funding for highway asset maintenance and improvement is split into revenue and capital expenditure. Consideration of levels of service, the views of stakeholders, risk management and whole life costs will serve to support ongoing investment decisions.

7.2 Valuation

Cambridgeshire County Council's Highway Assets are valued as follows (as at April 2022).

Asset	**Gross Replacement Cost (GRC) £m**
Carriageways	4,577
Footways and Cycleways	553
Structures	462
Street Lighting	113
Traffic Management (incl. Signals & ITS)	50
Street Furniture	52
Total	**£5,808**
Land	**£6,304**

TOTAL	**£12,000**



7.3 Planned funding and investment

The Service Standards Shown in Section 9 assume the funding levels for capital and revenue as set out in the Business Plan.

7.4 Highway Maintenance Revenue Budget Allocation

Once the revenue budget is determined, the percentage split as shown in Appendix Q, will be used for the discretionary spend within the local highway offices on a needs based approach in accordance with the requirements of the Highway Operational Standards, allowing for some flexibility as the needs of the network may dictate.

8. Asset Management Planning Practice

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

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

The County Council's forward works programme is the Highway Capital Maintenance Programme. It is a 2 year programme that contains all highway capital maintenance schemes. Maintenance schemes will be selected based on their condition in order to help deliver the outcomes of the Asset Management Strategy. The processes that govern how maintenance schemes are selected for the HCMP are shown in Appendix E. The HCMP is approved annually by Members and is subject to confirmation of need and the available resources.

8.3 Local Discretionary Highways Funding

In order to help provide a more efficient and responsive local highway maintenance service, the HCMP will allocate a nominal proportion of the Capital Maintenance budget that is to be managed within each geographical highways area. This funding is

specifically for highway maintenance work and will be used for small scale works and importantly on sites that support the delivery of the Highway Asset Management strategic outcomes. The level of funding provided to this fund will be reviewed annually with expenditure monitored to ensure value for money.

8.4 Local Highways Improvement Initiative

The Local Highways Improvement initiative allows local communities to apply for up to £15,000 as a contribution to a capital highways project. Projects are prioritised by member panels in each district against the following criteria: persistent problem; road safety; community impact; and, added value. To be eligible applicants must supply at least 10% of the overall cost. These projects need the support of local Parish/Town Councils and where appropriate they will need to meet (not contravene) the principles of the Asset Management Strategy and supporting policies.

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

8.5 Annual review of Options and Asset Investment Strategies

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

8.6 Highway Services

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

9. Service Standards

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

9.2 The Service Standards:

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

9.3 Use of Service Standards

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

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

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

Service Standards Statements, measures and targets

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

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

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

d) We will maintain safe structures and bridges

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

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

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

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

h) We will empty roadside gullies and cut grips in highway verges		
Service	**Measured by**	**Target Standard**
Empty roadside gullies and cut grips in highway verges	Targeted approach at agreed locations identified on risk based approach	N/A

i) We will apply weed killer to highway areas		
Service	**Measured by**	**Target Standard**

Apply Weed killer	~~Within 'built up' village/town areas within 40mph limits or below only (excluding central islands) per annum~~ Targeted approach at agreed locations identified on risk based approach	~~2~~ N/A

* Time standards may be exceeded by a reasonable period due to unforeseen delays such as adverse weather conditions, emergency road closures, excessive traffic congestion or plant breakdown
** As defined in the council's Intelligent Transport Systems Term Services Contract

9.5 Reactive Maintenance Interventions

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

9.6 Response times

9.7 Any non-dangerous highway issues received by the Council through our online reporting system Report It, by direct email or other correspondence, telephone or personal visits will be assessed within 10 working days.

9.8 Reports of dangerous defects will be assessed within one calendar day. If assessed as a Cat 1 (1a or 1b) defect, our service provider will be contacted as soon as reasonably practicable and asked to repair or make safe, in accordance with the table below.

9.9 The following are how we categorise our defects:

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

9.10 Once assessed, if works are required then the following timescales are the contractor's response times from the date/time of the order.

Response Timescales

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

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

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

9.13 When considering defects and repairs as a result of a request by or on the behalf of an individual with any of the protected characteristics as defined by the Equality Act 2010, where a faster or larger repair to a defect would have a positive impact for the individual officers have the discretion to vary the standards within the HOS.

10. Performance Management and Benchmarking

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

10.2 Monthly Performance Reports

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

10.3 Benchmarking

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

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

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

11. Risk Management

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

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

11.3 The delivery of the Highway Asset Management Strategy is an overarching risk that is identified within the new Highways Services Risk Register. This register is reviewed quarterly and in turn feeds any relevant risks into the Place and Economy Risk Register, and into the Corporate Risk Register as required.

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

Ref	Plan assumption	Risk	Action if Risk occurs
1.	The plan is based on operating with reliable IT hardware, Highway Management and Pavement Management Systems	Failure of systems will impact on ability to identify correct interventions; will prevent works ordering and the effective management of customer service requests	Adoption of actions as outlined in CCC and Service Provider(s) Business Continuity Plan
2.	The Plan is based upon a non-exceptional winter	Adverse winter weather will lead to higher levels of defects requiring reactive repair than have been anticipated	Predictions and budget disaggregation within this plan will be revised and updated in the event of abnormal winters
3.	The Plan is based upon the assumption that no significant 'drought' events occur that impact the network	Drought events lead to higher levels of deterioration in parts of the network founded on 'fen soils' that are susceptible to cyclic shrinkage and swelling	Predictions and budget disaggregation within this plan will be revised and updated in the event of prolonged drought events
4.	The Plan is based on the assumption that no significant flood damage occurs on the network	Flooding will lead to higher levels of defects requiring reactive repair than have been planned for. Significant events could lead to the failure of key assets	Predictions and budget disaggregation within this plan will be revised and updated in the event of significant flood damage
5.	The Plan assumes available budgets as shown in section 7	Funding available for the Highways Maintenance Services might reduce	Service Standards will be revised to affordable levels
6.	The Plan assumes that construction inflation will remain at a similar level to the last 5 years	Construction inflation will increase the cost of works and an adverse rise will impact on the quantity of work that needs to be delivered to meet the required service standards	- Service Standards will be reviewed and revised to affordable levels. - Review of supply chain management, procurement arrangements and more sustainable practices by the Service Provider
7.	The Plan assumes that any increase in assets will be matched by sufficient additional maintenance funding being provided	Increase of new development through the growth agenda. A14 improvement scheme will result in increased assets to maintain	- ~~Commuted sums obtained where appropriate~~ - Budgets & predictions will be revised and this plan updated accordingly
8.	Deterioration rates and levels of defects are based on current data	Assets deteriorate more rapidly than has been predicted resulting in	Levels of planned and reactive maintenance to be revised accordingly

		insufficient levels of investment	

11.5 There is also a Highways Contract Risk Register. This register contains a series of wider contractual / operational risks that relate to the provision of highway maintenance services by the current service provider.

11.6 Critical infrastructure is that which would have a significant impact upon the integrity of the county's highway network in the event of failure or unavailability. Cambridgeshire's critical highway infrastructure has been identified and risk registers are in place for each critical asset. These risk registers include appropriate mitigation measures.

11.7 The Council's approach to highway asset management is focussed on implementing (and funding) a preventative approach to carriageway maintenance. In order to deliver this a 'comparative risk' approach has been applied to other key assets, such as footways, traffic signals and structures. This approach supports the process of scheme appraisal and selection by assisting with the assessment of:

- The comparative risks of providing differing levels of service, e.g. is it acceptable to fund only a minimum level of service for a certain asset group i.e. a repair when broken (reactive) approach?
- The comparative risk of funding works on different assets, e.g. is it better to fund works on carriageways as opposed to structures?
- The comparative risk of funding improvements to the network as opposed to maintenance works, e.g. is it better to provide additional speed control facilities or to increase response time to certain defects?

11.8 The identification of highway defects will be managed on the basis of risk to ensure the best use of funding. This approach takes into account the type and nature of a particular defect along with its location on the network.

11.9 The intervention levels support the preventative approach that is promoted within the Highway Asset Management Strategy, which relies on the principles of 'right first time' being applied in a planned and effective way.

11.10 The reactive maintenance intervention levels are shown in Appendix B.

12. Continuous Improvement

12.1 The County Council's approach to Highway Asset Management and the development of its Policy, Strategy and this Plan reflect the recommendations outlined within the HMEP Highway Infrastructure Asset Management Guidance document.

12.2 This Plan has been produced to be a catalyst for driving improvements and efficiencies in the way highway maintenance activities are carried out in Cambridgeshire. Whilst specific benefits are being targeted there are ongoing improvement actions that are required to help realise and optimise these benefits.

12.3 Key areas for improvement and development include:

- Working with Peterborough City Council and Milestone to maximise opportunities to jointly develop the asset management approach
- Refinement of data and systems to enhance life cycle planning for key assets

13. Management of the Plan

13.1 Responsibilities

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

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

14. Links to associated documents and references

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

a) **Cambridgeshire County Council's Highway Asset Management Policy.** The Highway Asset Management Policy describes the principles adopted in applying asset management and how they link to the Council's Corporate and LTP Objectives
b) **Cambridgeshire County Council's Highway Asset Management Strategy.** Sets out the strategy of how highway infrastructure asset management is to be delivered
c) **Combined Authority's Local Transport Plan (LTP).** The Council's high-level plan that contains details of the improvement and maintenance priorities for transport within Cambridgeshire
d) **Cambridgeshire County Council's Winter Maintenance Plan.** The Winter Maintenance Plan documents how the Winter Service will be delivered and shows which parts of the network will be treated

e) **Highways Contract Risk Register**. Used to manage and monitor risks associated with the Highway Services Contract.

f) **Cambridgeshire County Council's Rights of Way Improvement Plan.** A document covering the whole of Cambridgeshire, setting out how the authority intends to improve the management, provision and promotion of public rights of way in the county

g) **Well-Managed Highway Infrastructure: A Code of Practice – 2016.** National Code of Practice for highway maintenance and management – current version

h) **Cambridgeshire's Local Flood Risk Management Strategy.** Produced by the County Council as the Lead Local Flood Authority for Cambridgeshire (LLFA). Focuses on local flood risk from surface water (incl. highway surface water), groundwater and ordinary watercourses, and identifies the responsibilities for flooding within the county and enables a range of organisations to work together to improve the management of flood risk

i) **Cambridgeshire County Council's Traffic Monitoring Report.** Annual report that publishes the results of the Traffic Census and associated information

j) **Cambridgeshire Climate Change and Environment Strategy**
Sets the strategy to tackle the climate crisis in Cambridgeshire with a commitment to work with people, communities, businesses and all political parties to achieve Net Zero by 2045

k) **Commuted Sums Policy**
A policy enabling the Council to collect commuted sums for non-standard highway infrastructure that it adopts further to developments by third parties

l) **Housing State Road Construction Specification**
A document that sets out the standards for developers to adhere to when constructing new residential developments, where they require them to become adopted public highway under S38 and S278 of the Highways Act 1980

m) **Highways Development General Principles for Development**
A document that sets out the principles and requirements in respect of new highway infrastructure or altered development access proposals in conjunction with best practice and local & national planning and transport policy. Its purpose is to ensure future adopted public highway meets current standards.

15. Glossary

Terminology	Definition
ADEPT	Association of Directors of Environment, Economy, Planning and Transport (formerly County Surveyors Society -CSS)
Asset Management	A strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers
Asset Management System	The hardware and software that supports Asset Management practices and processes. Used to store the asset data and information
Asset Valuation	The procedure used to calculate the asset value
Authority	A collective term used to refer to the asset owner
BCI	Bridge Condition Indices – Indicator used to assess the condition of Highway structures
Cambridgeshire Highways	The partnership between Cambridgeshire County Council and Milestone delivering Highway Services on behalf of the County Council

Terminology	Definition
Council or County Council or CCC	Cambridgeshire County Council
CROW	Countryside and Rights of Way Act 2000
Data	Numbers, words, symbols, pictures, etc. without context or meaning, i.e. data in a raw format.
Deflectograph	Machine survey that measures the deflection of a pavement, determining its structural condition
DfT	Department for Transport
DRC	Depreciated Replacement Cost
GRC	Gross Replacement Cost
Highway Network	Collective term for publicly maintained facilities laid out for all types of user, and for the purpose of this guidance includes, but is not restricted to, roads, streets, footways, footpaths and cycle routes.
HMEP	Highway Maintenance Efficiency Programme
HOS	Highway Operational Standards - A plan for managing the transport asset base over a period of time in order to deliver agreed target Levels of Service, in the most cost effective manner.
IHMC	Integrated Highway Management Centre
Service Standards	A statement of the performance of the asset in terms that the stakeholder can understand. They cover the condition of the asset and non-condition related demand aspirations, i.e. a representation of how the asset is performing in terms of both delivering the service to stakeholders and maintaining its physical integrity at an appropriate level. Service Standards typically cover condition, availability, accessibility, capacity, amenity, safety, environmental impact and social equity.
Lifecycle Plan	A considered strategy for managing an asset, or group of similar assets, from conception construction (planning and design) to disposal. A lifecycle plan should give due consideration to minimising costs and providing the required performance.
LTP	Local Transport Plan. Currently an Interim joint Cambridgeshire and Peterborough Local Transport Plan prepared by the Combined Authority
Maintenance	A collective term used to describe all the activities and operations undertaken to manage and maintain highway assets, e.g. inspection, assessment, renewal, upgrade etc.
Maintenance Strategy	The overarching approach to maintenance that is aimed at delivering the overall Asset Management Strategy and associated performance targets.
NI	National Indicators
Performance	A term used to describe the service delivered as measured by a series of levels of service. It comprises both condition and non-condition measures (i.e. safety, accessibility, etc.).
Performance Measure	A generic term used to describe a measure or indicator that reflects the performance and/or condition of an asset, e.g. Best Value Performance Indicators.
PROW	Public Right of Way
RCI	Road Condition Index – used to assess road condition
Resurfacing	Surfacing technique that replaces the top layer of a road / footway
Risk	Chance of something happening that will impact on objectives
SCRIM	Sideway-force Coefficient Routine Investigation Machine

Terminology	Definition
Stakeholder	An individual, group, body or organisation with a vested interest in the management of the transport network, e.g. authority/owner, public, users, community, customers, shareholders and businesses.
Surface Treatment	Preventative surfacing that prolongs the life of a road / footway. (surface dressing, slurry seals, micro asphalts, asphalt rejuvenators)
Treatment Option	A possible treatment type that can be used for the maintenance of an asset.
Whole Life Cost	Total cost of the asset over the term of its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal.

Appendices

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

Appendix B - Reactive Maintenance Investigatory levels for Category 2 defects

Appendix C – Highways Maintenance Service Communications Strategy

Appendix D – Road Condition Index and Bridge Condition Index

Appendix E – Highway Capital Maintenance Programme Flow Charts

Appendix F – Highway Standards and Enforcement

Appendix G – Life Cycle Plans

Appendix H – Skid Resistance Policy

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

Appendix J – Definitive Map Modification Order Statement of Priority

Appendix K - Public Path Order Statement of Priority

Appendix L – Road Classification Policy

Appendix M – Vehicle Restraint Systems

Appendix N – Traffic Signals Design and Operational Guidance

Appendix O – Street Lighting Policy

Appendix P – Street Lighting Attachments Policy

Appendix Q - Highway Maintenance Revenue Budget Allocation

Appendix R – Highway Capital Maintenance Programme

Appendix S – Highway Boundary Enquiries Statement of Priority

Appendix T - Proposals to change the surface of a Public Right of Way - authorisation form

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

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

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

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

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

Item		Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Road Markings	Strategic	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
	Main & Secondary Distributors	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
	Local, Link & Minor	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 defect	NA	NA
	Footways and Cycleways	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
Road Studs		Missing stud leaving hole	As carriageway / footway / cycleway pothole criteria	-	-
		Displaced road stud (not rubber insert) on carriageway, footway or cycleway, causing a hazard	Present	2 hours	NA
Signs & traffic signals		Damaged/misaligned item causing a hazard	Present	2 hours	NA
		Missing or obscured item causing a hazard	Present	2 hours	NA
		Signals not operating correctly/malfunctioning	Present	2 hours	NA
		Exposed wiring	Present	2 hours	NA
		Missing door to item	Present	2 hours	NA
		Item missing	Present	2 hours	NA
Street Furniture		Item damaged or misaligned causing a hazard	Present	2 hours	21 days
		Item missing causing a hazard	Present	2 hours	NA
Hedges and trees		Unstable tree causing danger of collapse onto highway	Present	2 hours	NA
		Overhanging tree leading to loss of height clearance over carriageway, footway or cycleway	No Cat 1 (1a or 1b) defect	N/A	NA

Item	Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Highway general	Oil / debris / mud / stones / gravel likely to cause a hazard	Present	2 hours	NA
	Illegal signs	Causing a safety hazard	2 hours	NA
	Obstructions in the highway	Causing a safety hazard	2 hours	NA
	Obstructed sight lines	Causing a safety hazard	2 hours	NA
	Unauthorised ramps in carriageway	Causing a safety hazard	2 hours	NA
	Embankment and cuttings apparently unstable	Present	2 hours	NA
Other dangers to the public	Anything else considered dangerous	Present	2 hours	NA
Graffiti Removal from County Council owned assets	Graffiti will be removed from CCC owned assets that is: • offensive, gang related, insulting or against public interest • likely to encourage more graffiti or tagging • inappropriate for the location or out of keeping with the surrounding area • a cause of complaints to the Council • on a listed building or in a conservation area • libellous or potentially libellous •intimidating	For offensive graffiti	5 days	NA
All 2 hours make safe emergencies will be permanently repaired in 28 days or as part of the next scheme 5 days = 5 calendar days				
Current contractor completion timescale from date of order A – Emergency 2 hour response 1 – Cat 1a non-pothole 36 hour response 2 – Cat 1a pothole 5 day response 3 - Cat 1b 21 day response				

Appendix B - Reactive Maintenance Investigatory levels for Category 2 defects

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

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

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

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

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

Item	Defect	Category 2 defects		Response times
Street Furniture	Item damaged or misaligned causing a hazard	N/A		N/A
	Item missing causing a hazard	N/A		N/A
	Overhanging tree leading to loss of height clearance over carriageway, footway or cycleway	Over Carriageway	<5.1m	Risk assess
		Over Cycleway	<2.7m	Risk assess
		Over Footway	<2.1m	Risk assess
	Illegal signs	Not causing a safety hazard		Refer to HOS Appendix F
	Obstructions in the highway	N/A		N/A
	Obstructed sight lines	N/A		N/A
	Unauthorised ramps in carriageway	Not causing a safety hazard		Refer to HOS Appendix F
Graffiti Removal from County Council owned assets	Graffiti will be removed from CCC owned assets that is: • offensive, gang related, insulting or against public interest • likely to encourage more graffiti or tagging • inappropriate for the location or out of keeping with the surrounding area • a cause of complaints to the Council • on a listed building or in a conservation area • libellous or potentially libellous •intimidating	For other graffiti types		To be reported to and removed by the environmental services department of local District/City Council in line with their procedures

Current contractor completion timescale from date of order

D – Planned maintenance programme 13 weeks
E – Planned maintenance programme 28 days

For all other planned works, current contractors completion timescales from date of order are:
D – Planned maintenance programme 13 weeks
E – Planned maintenance programme 28 days

Appendix C - Highways Maintenance Service - Communications strategy

Highways Maintenance Service - Communications strategy

Key Highways Employees

Assistant Director, Highways and Transport, CCC Jon Munslow	**Communications Business Partner, CCC** Sarah Silk
Business Director, Milestone John Birkenhead	**Communications Business Partner, Milestone** Lizzie Sparrow

Background & Service Vision
The county council's vision and ambition is to make the county a great place to call home with healthy and active people in strong communities, living in sustainable and prosperous places.

The outcomes we seek to achieve are that;

- The Cambridgeshire economy prospers to the benefit of all residents
- People lead a healthy lifestyle
- People live in a safe environment
- Places that work with children help them to reach their full potential
- Older people live well independently
- People with disabilities live well independently
- People at risk of harm are kept safe

Council-wide enablers that will be critical to us delivering these outcomes and therefore are crucial in all our communications planning are;

- Building resilient communities
- Exploiting digital solutions and making best use of data and insight
- Equipping councillors and officers for delivering services in the future
- Maximising commercialisation and income generation and making the best use of our assets
- Making sure the majority of those we serve are informed and engaged, getting what they need the first time they contact us

The Council's Highways Maintenance Service is focused on delivering the Council's outcomes through the delivery of the following specific service outcomes:

Overriding outcome:
Customer service is effective and efficient: customers' expectations are identified, understood and met.

Primary outcomes:

- *The service is efficient*: we identify efficiencies on an on-going basis in order to optimise our resources to deliver maximum "pound on the ground" services
- *Financial savings are delivered*: financial savings are delivered and realised in order to continue the delivery of sustainable services
- *Preventative maintenance is effective*: we follow our asset management strategy in order to improve the whole life costs of our assets
- *The service relationships are effective*: the service relationship is effective and can adapt to the changing needs and circumstances of the county council

- *Scheme delivery and design is effective*: infrastructure schemes are delivered and designed in a timely fashion in order to enable the successful delivery of the Transport Delivery Plan
- *The public and workforce are kept safe*: our highway and works undertaken on it keep the public and workforce safe
- *The network is effective*: the network is fit for purpose and users experience minimal disruption
- *The service delivers value*: our highway service benefits the local supply chain and resources.

Cambridgeshire County Council and Milestone, will work together as Cambridgeshire Highways from July 2017 to June 2027. Milestone will support the council to develop solutions that improve the network, its safety, and accessibility and ease congestion. The contract is worth £32m per year.

Objectives
The overall aim of the communications strategy is to increase and improve the reputation of the highways service across all residents of Cambridgeshire and with employees and members.
It will support the strategic aims of CCC's overall communications strategy and the specific objectives developed for Place & Economy. These include:

- Connectivity – delivering a picture of how the wide range of infrastructure projects link together and are improving the way Cambridgeshire lives and works, now and in the future
- Delivering on the commercialisation and income generation agenda
- Supporting life-long education and skills development, firmly based within local communities
- Making the whole of Cambridgeshire a great place to live

Highways specific:

- To ensure that the transport network supports sustainable growth and continued economic prosperity
- To improve accessibility to employment and key services
- To prioritise investment where it can have the greatest impact

A number of strands with supporting objectives will contribute to the overall aim of this communications strategy.

Improving and/streamlining highways communications
Digital
We will look to improve the Highways Maintenance services' digital presence. We will aim to do this by working with the information team to further develop the use of roadworks.org on our website and better embed it with our service pages.
As part of this work we will streamline and develop CCC social media channels to include more highway information whilst supporting the development of the Cambs Traffic account.

Internal profile
We will work with key officers to ensure they understand the role of the corporate communications team and the IHMC to help us plan proactive activity for the good news stories as well as being prepared for reactive cases. We will also ensure that the services use internal communications channels to raise their profile more widely within CCC and other departments. We will share good news stories with the service to encourage them to feel proud to work for highways.

Two-way communication will be encouraged with both CCC and Milestone employees to ensure they feel able to raise any issues, they feel there are within the service with the appropriate level of management.

Campaigns
Targeted and timely campaigns to raise the profile of the good work of the service, including but not limited to

- Winter maintenance
- Summer issues (e.g. melting roads, fixing up gritters ready for winter, stock piling salt)
- Innovation & Technology (e.g. Dragon Patcher, reporting faults online)
- Road safety
- Local Highways Initiative
- Work of the parking officers

Project Communications
Within the service there will be major projects which warrant individual communication plans, working with the officers, appropriate manager and head of service communication methods will be produced and suggested.

- Resident parking scheme
- Safer roads fund
- Challenge road fund
- Maintenance
- Road safety
- Parking

Improving communications from highways officers/engineers
It is important officers/engineers from both CCC and Milestone inform residents and businesses about the work they're carrying out so they're kept up-to-date of any disruption caused and benefits from the work.

Everyone needs to be familiar with the community engagement protocol so it becomes embedded into their everyday working routine.

- Consider a communications workshop to explain the importance and engage with officers and engineers

Protocol
The community liaison protocol for schemes will be agreed by CCC and Milestone and will be a key method to ensure, for each scheme, key stakeholders are notified, aware and able to ask questions. The information needs to be provided in an accurate, timely, efficient and well-planned manner.

We propose a two-prong approach:

Minor/smaller schemes
These are defined as in a non-sensitive area, anticipated less than a week, not involving a full road closure and minimal impact on residents and businesses.

For this approach, a letter (using the appropriate template) will be delivered to residents and businesses directly affected and messages on social media via the IHMC. Members and Committee Chair will be informed via the project team.

Responsibility – project officer to inform communications team, IHMC and members, draft appropriate letter from the template in conjunction with Milestone and delivered by Milestone including relevant parish/district.

Major/bigger schemes
These are defined as in a sensitive location, for a longer period of time and will cause disruption to residents and businesses.

For this approach, pre-scheme engagement with those who will be disrupted, a letter (using the appropriate template) will be delivered to residents and businesses directly affected well in advance, a press release, agreed between CCC and Milestone, to inform local media in the area, website and social media messages. Members and the committee chair will have an early involvement via the project team.

Responsibility – project officer to inform the communications team and members early on, Milestone to lead on the delivery of the communication methods in conjunction with project officer. The communications for all of these schemes needs to be co-ordinated so it is timed with when the yellow advanced warning signs are displayed.

Audiences
Internal

- CCC and Milestone employees
- Members – local and committee chair
- Highways employees
- Senior management team
- Council Leader
- Chief Executive

External

- Local community – including residents and businesses
- Local and national media – print, online, broadcast and trade
- Parish councils
- District councils
- Cambridge City Council
- Peterborough City Council
- MPs
- Members – local and committee chair
- Partners – Milestone, key stakeholders such as Environment Agency, Cambridge Water, Anglian Water, other contractors, Police, Fire, Ambulance, Highways England

Key Messages
From corporate strategy:
Regional/national key messages; fleet of foot; fighting for fairness; focussed on innovation
Local - key messages: a catalyst for change; connecting communities; Cambridgeshire first.
Internal - key messages; one council; innovative practice; shared ambition, skilled employees
Highways specific:

- Cambridgeshire County Council manages and maintains 2,800 miles of roads, 2,400 miles of footways and 1,500 bridges.
- Promote Milestone's purpose 'we build for a better society' by working with residents and communities of Cambridgeshire to improve the areas where we work and link this to the councillors' objectives.
- Everyone has the right to return home at the end of the day safe and well, so we must work safely or not at all. Please look out for yourself and those around you.
- Where possible, incorporate Milestone's five sustainability areas into internal and external channels:
    - Health and safety
    - Ethics
    - Green

- Diversity and inclusion
- Community investment

Channels & Tactics
Social Media
CCC's corporate social media channels will be utilised in line with CCC's social media policy for all messages relating to highways along with promotion of the Cambs Traffic Twitter account.

A regular series of infographics will be developed to share across our social media channels to promote key facts and figures. These will be used to provide a snap shot of the service and what happens on a regular basis – e.g. number of potholes fixed, miles of road resurfaced to help build confidence.

Milestone will use its UK account to promote good news stories and retweet. These will be aligned with the key messages and will be sent to the council's communication team for approval prior to publishing.

Media relations
Work around a more traditional media relations approach will continue but we will seek to be as pro-active as possible with local and regional media to raise the profile of the service.

In the event of negative media enquiries or coverage CCC and Milestone will liaise on how best to manage the issue from a reputational point of view.

Trade media will be led by Milestone with input from CCC. Milestone will use its relationships to engage with the trade media to publish articles that align to the key messages. In particular those that cover the public sector, construction, engineering, and environment. We will use these to highlight innovative ways of working and best practise, including the sustainability areas.

These will be approved by the council's communications team prior to publishing.

Website
Work will be undertaken to improve the services presence on the corporate website.

We will also ensure that the service knows to keep any web information as up to date as possible. Good news stories will be shared on the news section of the website including the homepage. Content will be shared with Milestone so they can post on their project-specific page. This includes an overview of the project, photos, and sustainability details. Good news and significant project updates will be shared through the website. Press releases will also be published here.

Printed material / correspondence
Any printed materials need to be run past the council's communications team and be in a straight forward and plain English manner.

Any printed material produced by Milestone and includes Cambridgeshire Highways, will be sent to the council's communications team for their approval.

Corporate news channels
A number of new corporate channels exist:

- Member briefing
- MP briefing
- Parish briefing

We will seek to include relevant highways information for these whenever possible to help actively promote the service.

Internal Communications
There will be a quarterly Cambridgeshire Highways newsletter produced by the service.
Any newsworthy stories will be shared internally via the Milestone intranet OneMilestone.
Any online material produced by Milestone and includes Cambridgeshire Highways, will be sent to the council's communications team for their approval and vice versa if CCC produces anything mentioning Milestone.

Milestone will share project updates and success stories will be shared with the wider company to recognise the efforts of the team and share best practise.

Evaluation
Evaluation is important in any communications to make sure we measure its communication success. If it's appropriate to plan a staged rollout of our communications, we can measure results over time and allows us to take corrective action if our activities/tactics are not getting the desired results. It's also important to assess whether our communications have met our objectives as well as being able to compare the results to the business objectives.

- **Media coverage**
  - How much coverage did we receive?
  - What was the tone of that coverage (positive/negative)?
  - Which media outlets was the coverage in? Where in those outlets? What's the audience of those placements?
  - Did we achieve the desired visuals?
  - Did they pick up our key messages?
  - Were our spokespeople quoted?
  - Were the mentions of our initiative the focus of the coverage, or a side note?

- **Interactive**
  - How many visitors saw our content?
  - How long did they spend on the site?
  - What pages did they visit?
  - Did they hit specific landing pages?
  - What was their bounce rate?
  - What was their conversion rate (identify a goal for visitors – purchase/registration/download, etc.)?
  - Social media measurement is even more debatable than regular PR comments, inbound links, likes, shares etc.

- **Stakeholders**
  - How did our stakeholders react?

- **Public inquiries**
  - How many letters/emails/calls did we receive on this topic? Is that higher or lower than usual?
  - What was the tone of the incoming correspondence?
  - What did the correspondents say/ask?

- **Benchmarking**
  - Conduct market research/polling before and after (perhaps also during) our communications to show improvement in metrics over time, for example in public attitudes
  - Focus groups

Appendix D - Road Condition Index and Bridge Condition Index

Road Condition Index - RCI

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

Bridge Condition Index - BCI

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

Appendix E - Highway Capital Maintenance Programme Flow Process

CARRIAGEWAY RESURFACING/RECYCLING AND SURFACE TREATMENTS

Data collection and sense checking

Asset team undertake the Highway condition survey

Asset team produce condition plans and lists of locations

Asset team analyse locations to produce a list of prioritised locations based on condition data

Local Highway Officers produce lists of locations based on inspections

Meeting with the District Highway Manager, Local Highway Officers and Assets Team to compare lists

Final Draft

Asset team confirm scheme extents

Local Projects provide scheme cost estimates

Final draft of programme agreed including standard criteria

Finalise form of construction and coordination spread sheet including budget

Finalisation

Asset Team and Network Management confirm priorities

Produce final programme including co-ordination with longer term plans and aspirations

Produce project briefs

FOOTWAY RESURFACING AND SLURRY SEALING

Data collection and sense checking

Asset team produce list of locations based on inspection

Local Highway Officers produce lists of locations based on inspections

Meeting with the District Highway Manager, Local Highway Officers and Assets Team to compare lists

Final Draft

Asset team confirm scheme extents

Local Projects provide scheme cost estimates

Final draft of programme agreed including standard criteria

Finalise form of construction and coordination spread sheet including budget

Finalisation

Asset Team and Network Management confirm priorities

Produce final programme including co-ordination with longer term plans and aspirations

Produce project briefs

DRAINAGE SCHEMES

Data collection and sense checking

Asset team produce list of locations based on inspection

Flood and Water Team produce lists of locations based on inspections

Meeting with the District Highway Manager, Local Highway Officers and Assets Team to compare lists

Final Draft

Asset team confirm scheme extents

Local Projects provide scheme cost estimates

Final draft of programme agreed including standard criteria

Finalise form of construction and coordination spread sheet including budget

Finalisation

Asset Team and Network Management confirm priorities

Produce final programme including co-ordination with longer term plans and aspirations

Produce project briefs

Cambridgeshire County Council's

Highway Standards and Enforcement

Revised April 2023

Cambridgeshire County Council - Highway Standards and Enforcement

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1. Introduction

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

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

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

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

2. A-Boards

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

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

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

3. Abandoned Vehicles on the highway

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

4. Access Protection

Access protection markings will normally only be permitted where the access has the necessary planning permissions (if required), a properly constructed footway crossing and dropped kerb and there is sufficient area of off-street parking available appropriate to the length of marking requested. The property owner is expected to meet the cost of providing and maintaining any requested access protection marking.

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

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

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

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

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

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

5. Banners on the Highway

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

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

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

6. Bollards and Marker Posts

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

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

Where applicable, an Equality Impact Assessment may be required to ensure we consider the impacts upon all the identified protected characteristics. If required, an individual site specific assessment will be carried out to ensure all relevant potential equality implications are addressed.

~~7. Commuted Sums~~

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

~~The council will require a commuted sum to cover some adoptable items including those below:~~

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

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

~~Unless otherwise stipulated, commuted sums shall be calculated following the principals of the CSS (ADEPT) publication 'Commuted Sums for Maintaining Infrastructure Assets' Guidance Document.~~

~~Charges are detailed on the council's website, under Place and Economy, Non-Statutory Fees and Charges.~~

8. Disabled Parking Bays

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

- the applicant has no access to suitable off-road parking facilities
- the applicant holds a Blue disabled drivers badge
- the applicant is either the driver of the vehicle or the driver is resident at the same address as the applicant
- that a suitable location for the disabled bay can be found that is acceptable in terms of achieving a balance of parking provision

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

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

If, for any reason, a disabled bay is no longer required in a particular street, it may be removed if there is pressure for the space to be made available for other users; and

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

Where applicable, an Equality Impact Assessment may be required to ensure we consider the impacts upon all the identified protected characteristics. If required, an individual site specific assessment will be carried out to ensure all relevant potential equality implications are addressed.

9. Encroachment and obstruction

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

10. Gating Orders

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

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

Public Space Protection Orders (PSPOs)

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

General Principles

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

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

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

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

Special extinguishment or diversion orders that remove the highway status of an alleyway, for crime prevention reasons, should continue to be made under the

provisions of the CROW Act 2005 if a Secretary of State crime area designation can be achieved.

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

Restrictions on Public Rights of Way

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

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

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

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

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

11. Grit and Salt Bins

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

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

It will be the responsibility of the City/Town/Parish Council to repair/replace any bin they have purchased after 2009 and those that have been replaced by CCC as detailed above. Requests that come in from a City/Town/Parish Council to position/fill bins on un-adopted roads will be considered only if the street is subject to a Section 38 agreement. The provision/filling/replenishment of the bin will be as described above. The positioning of the bin will be agreed by both the developer and CCC in order that the bin will not require repositioning on adoption.

12. Highway Charges

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

13. Highway Scheme Funding

Third Party Funding of Highway features

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

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

Local Highway Improvements

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

14. Horses on the Highway

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

15. Indemnity for Highway Works

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

16. Kerbing

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

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

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

17. Memorials and Floral Tributes on the Highway

~~General~~

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

~~Floral Tributes~~

~~Any floral tributes left at the site should be allowed to remain for a period of not less than14 days, but generally not more than 30 days. The relevant District Highways Maintenance Manager should arrange for collection and disposal at the end of the period. Sensitivity must be shown, with the bereaved being given the option of receiving any non-floral tributes which may be placed along with flowers.~~

~~Roadside Memorials~~

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

General

It is increasingly common for families and friends to place memorials on the highway in memory of loved ones who have died in road traffic collisions, or other circumstances on the highway. The Council recognises and respects the wish of bereaved families and friends to mark these deaths in this way but has a legal duty to ensure that highways are safe and to make sure that public open spaces are kept free from debris. There are also planning rules, which would cover the erection of permanent memorials. Although it can sometimes be difficult for grieving friends and family to understand, the Council must balance the wishes of the bereaved with their wider duties on public safety. The distraction of other road users and the safety of those placing or maintaining memorials are the overriding safety issues in the consideration of roadside memorials.

Any ban on the placing of roadside tributes following would be difficult to enforce and potentially insensitive. Therefore, it is proposed that these are dealt with in a sympathetic, understanding, and sensitive way, with each request considered based on the specific location and circumstances involved. The placing of floral tributes or memorials will therefore involve liaison between the bereaved family, the Police Family Liaison Officer and the Highway Maintenance Manager for the respective area. All decisions will be based on the principles outlined below.

Floral Tributes

Any floral tributes left at the site should be allowed to remain for a period of not less than 14 days, but generally not more than 12 weeks. The relevant Highway Maintenance Manager should arrange for collection and disposal at the end of the

period. Sensitivity must be shown, with the bereaved being given the option of receiving any non-floral tributes which may be placed along with flowers (e.g. cards, soft toys etc.).

In cases where floral tributes are felt to have an adverse impact upon safety (for example by obstructing visibility for drivers etc.), the flowers will be removed or re-positioned immediately, and arrangements made for the bereaved to be notified, usually by the Police Family Liaison Officer.

Roadside Memorials

Roadside memorials, including 'green' memorials such as shrubs and bulb planting, should be discouraged as a matter of principle to address the potential safety risks associated with repeat visits. While some memorials may be very discreet and placed where they will not create any problem, the majority of situations will have some form of potential hazard.

In circumstances where the bereaved family (or the local community) request a permanent memorial, it may be possible to satisfy such requests by encouraging the provision of benches, trees, artwork, or other suitable items at locations away from the highway, and this should be considered in the first instance. The Council will help facilitate these requests where possible within their legal duties.

Even where memorials have been agreed, the Council cannot guarantee that these sites won't be disturbed or require removal in the future. If this is the case, the Council will make every effort to work with the bereaved to ensure this is managed sensitively and provide alternative options, if required.

Any decision to remove a roadside memorial must be communicated to the bereaved in advance, usually through the Police Family Liaison Officer.

Existing roadside memorials, in place prior to the adoption of this policy, will be reviewed on an individual basis with the family concerned, where they can be identified.

Key Contacts

Cambridgeshire County Council – contact should be made via local.highways@cambridgeshire.gov.uk or 0345 045 5212 for the attention of the District Highway Maintenance Manager for the area concerned

Bedfordshire, Cambridgeshire & Hertfordshire Roads Policing – contact should be made via the Police Family Liaison Officer that has been assigned to you or to Sam Sparkes via 101 or email sam.sparkes@beds.police.uk

Road Victims' Trust – anyone affected by a road death is eligible for FREE support from the RVT. If you would like to speak to someone, please call 01234 843345 or email enquiries@rvtrust.co.uk

18. Mirrors on the Highway

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

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

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

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

19. Mobile Catering

Responsibilities

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

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

Street Trading Licence

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

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

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

Premises Licence

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

Food Hygiene Certificate

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

Siting of mobile food outlets on public highway

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

- No units are allowed in laybys on dual carriageways.
- There shall only be one outlet on any site at any one time − trading or non-trading.
- The unit should be truly mobile, that is, self-propelled or towable on its chassis
- The unit shall not conflict with any form of traffic regulation order.
- It shall not cause or give rise to road safety concerns.
- It shall not cause any damage to the highway or interfere with the free and safe flow of traffic.
- All waste and liquids shall be kept off the highway at all times and litter removed from the highway at the end of each opening period of business.
- The unit shall be sited behind the kerb line leaving at least 1.5m between it and the highway to provide a pedestrian safety margin. This shall also apply to any portaloo or waste containers.
- The operator is responsible for complying with planning legislation, environmental health and any other legislative requirements.
- Should any damage occur to the highway, for example, HGVs overrunning which could be attributable to the vending operation or should the area of highway be required by us for highway maintenance purposes, the vendor will be required to vacate the site on a permanent or temporary basis. Likewise, in the event of any occurrence related to the vending operation which could be considered to be prejudicial to highway safety.
- Any operator should be aware that in the event the vehicle causes an obstruction the police have the power to move the operator on.
- It must be understood that the 'pitch' does not become the property of a trader and no rights are acquired thorough length of use.
- No nuisance shall be caused to adjoining land owners or persons.
- Upon receipt of complaints which are upheld, whereby we have a duty to take some action, you will be asked to move on.

Enforcement

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

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

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

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

20. Mud on the Highway

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

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

21. Parking

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

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

Where applicable, an Equality Impact Assessment may be required to ensure we consider the impacts upon all the identified protected characteristics. If required, an individual site specific assessment will be carried out to ensure all relevant potential equality implications are addressed.

22. Parklets

Definition

A parklet is a community space within a street, usually a parking bay and is open to everyone providing amenities like seating, planting and bicycle parking. It is not a private extension of a business such as a street café (which requires a permit – Highways Act 1980) or a private space.

General policy

To ensure that parklets encourage sustainable transport methods and strengthen communities it is essential that a minimum level of quality is maintained and that the provision of a parklet is not to the detriment of road safety and the environment.

For these reasons parklets will only be considered:

- where they do not encroach into the live traffic lane
- where the street characteristics are deemed to be suitable for parklet installations e.g. one way streets/low traffic speeds/low pollution exposure
- Where existing parking regulations at the kerb do not preclude parklet installation or, if safe to do so, restrictions can be suspended
- where a footway width of 1.8m is maintained
- the structure does not block highway infrastructure i.e. a fire hydrant or bus stop
- where other eligible establishments in the vicinity would not be compromised by their provision

Parklet requirements

In addition to the general conditions stated, parklets must also comply with all of the following conditions:

- the applicant must demonstrate Public liability insurance that covers for up to £5 million of third party claims for the duration the parklet is in situ.

Application procedure and payment

All cost associated with the parklet should be borne by the applicant. This includes design, administration, installation and ultimately maintenance.

The following costs will be borne by the applicant:

- Administration and site feasibility fee - if the applicant decides to make a formal application a nonreturnable fee of £250.00 will be payable. The fee will cover the administration time in checking site suitability, staff time and travelling costs in carrying out the assessment of the location and all associated correspondence

23. Pedestrian Crossings

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

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

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

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

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

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

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

Requests for controlled crossings are assessed against two documents produced by the Department for Transport. These are Local Transport Note 1/95 "The Assessment of Pedestrians Crossings" and Local Transport Note 2/95 "The Design of Pedestrian Crossings". These documents can be found by clicking on the highlighted documents on the Department for Transport website.

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

1. Measuring the degree of conflict between pedestrians crossing the road and the two-way traffic flow and

2. Taking into account the following factors
    - The age and ability of pedestrians
    - Any supressed demand
    - The different types of vehicle in the flow of traffic
    - The length of time pedestrians have to wait to cross
    - The width of the road
    - The speed of traffic
    - The pedestrian injury accident record at the site

Where applicable, an Equality Impact Assessment may be required to ensure we consider the impacts upon all the identified protected characteristics. If required, an individual site specific assessment will be carried out to ensure all relevant potential equality implications are addressed.

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

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

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

24. Pedestrian Dropped Kerbs

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

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

Where applicable, an Equality Impact Assessment may be required to ensure we consider the impacts upon all the identified protected characteristics. If required, an

individual site specific assessment will be carried out to ensure all relevant potential equality implications are addressed.

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

25. Planters, Litter Bins, Seats and Cycle Stands

Planters, litter bins, seats and cycle stands may be permitted on the public highway as part of works to enhance or improve the environment, maintenance or the operation of the highway provided they do not interfere with the safe or convenient passage of highway users or the maintenance of the highway. Where provided by third parties they will be subject to the policy on third party funding of highway features ~~although the need for a commuted sum may be substituted~~ or by a suitable maintenance agreement and as such will be considered on a case by case basis.

26. Religious Symbols on the Highway

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

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

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

27. Road Markings and Studs

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

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

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

Over the years there has been an inconsistent approach to the provision of road markings and studs across Cambridgeshire County. Therefore it is necessary to

review existing road markings when undertaking resurfacing works and routine maintenance works to ensure that they are used in the most effective manner and applied consistently across Cambridgeshire in line with:

- The Traffic Signs Regulations and General Directions 2016 (TSRGD)
- Chapter 5 of the Traffic Signs Manual 2003 (TSM)
- Cambridgeshire County Council guidance
- Requirements BS EN 1436:2007 + A1:2008 Road marking materials – road marking performance for road users.

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

Standards & Guidelines for the provision & maintenance of road markings and studs

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

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

Centre Lines

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

Centre line markings must not be used on:

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

Centre warning line markings should only be used on

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

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

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

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

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

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

Edge of Carriageway Markings

Edge of carriageway markings should generally only be used:

- in conjunction with centre warning line markings

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

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

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

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

Give Way Markings

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

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

Give way triangle markings will be laid:

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

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

Other Road Markings

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

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

Conservation Areas and Environmentally Sensitive Locations

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

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

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

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

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

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

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

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

If clarification is required on any aspect of road markings or studs please contact the Highways Maintenance service for guidance in the first instance.

Table A: General rules for road classifications

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

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

28. School Flashing Amber Lamps

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

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

29. Speed Limits

~~Speed limits in settlements~~

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

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

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

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

- General character of the road or area
- Type and extent of roadside development
- Traffic composition
- Accident history
- Current traffic speed
- Enforcement
- The frequency of junctions
- Presence of amenities that attract pedestrians and cyclists
- Environmental impact such as increased journey times, vehicles emissions, and the visual impact of the signing

This is not an exhaustive list.

The three national speed limits are:

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

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

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

30 mph Limits

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

The county council will work towards the introduction of a 30mph speed limit in the developed parts of all settlements in the County where appropriate in relation to the nature of the street frontage, activity, environment and density. Where suitable and affordable, complementary features may be required to encourage drivers to travel at an appropriate speed. Each location will be considered on its own merit

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

20 mph Limits

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

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

- ~~where the mean speed of traffic is 24mph or lower~~
- ~~in combination with self-enforcing speed reduction features necessary to achieve a mean speed no greater than 24mph~~

Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. Therefore, expected speed reductions will be taken into consideration as part of the prioritisation criteria for any new 20mph schemes.

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

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

~~20 mph zones must be introduced in clearly defined zones (e.g. between radial routes or a spine road with culs-de-sac) and not in isolated roads or culs-de-sac.~~
20 mph zones must be introduced in clearly defined zones and area wide schemes are encouraged, rather than just on isolated roads or cul-de-sac.

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

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

For speed limit purposes the following definitions will apply:

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

<u>Decision Making</u>
Implementing speed limits requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The

advert invites the public to formally support or object to the proposals in writing within a 21 day notice period. The County Council will also consult with the emergency services, (the Chief Officer of Police is a statutory consultee) the local County, District and Parish Councilors and any other persons most likely to be directly affected by the proposal.

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

Police Support

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

Speed limits outside settlements

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

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

Guidance in urban speed limit characteristics

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

Speed Limit (mph)	**Characteristics**
20	In town centers, residential areas and in the vicinity of schools and other premises where there is a high presence of vulnerable road users.

30	The standard limit in settlements that are fully developed.
40	Higher quality suburban roads or those on the outskirts of urban areas where there is little development and few vulnerable road users. Should have good width and layout, parking and waiting restrictions in operation and buildings set back from the road. Should wherever possible cater for the needs of non-motorised users through segregation of road space and have adequate footways and crossing places.
50	Usually most suited to special roads, dual carriageway ring or radial routes or bypasses which have become partially built up. Should be little or no roadside development.

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

Speed limits in new developments

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

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

Manual for streets (the guide for the design, construction, adoption and maintenance of new residential streets) recommends 20 mph or less as the design speed for residential roads in new developments. Highway Development Management documents 'General Principles for Development' and the 'Housing Estate Road Construction Specification' also specify 20mph.

Highway Development Management will continue to seek 20mph design speed on all new housing estate roads/ adoptable development infrastructure, except those roads that are specifically designed for wider purpose (such as major link roads and bypasses). In such circumstances a high standard of provision for non-motorised users will be required, wherever possible, with due regard to the nature/ function of the proposed infrastructure.

30. Stopping up of a Highway

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

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

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

31. Street Traders

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

32. Tables and Chairs

The Highways Act 1980 regulates tables and chairs permits. You will need a permit if you would like to place tables and chairs on the public highway.

You may also need to get planning permission. Contact your local Planning Department for more details.

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

A full Equality Impact Assessment has been carried out to consider the implications upon all the identified protected characteristics and to ensure all relevant potential equality implications are addressed.

Policy Guidance Notes - Placing tables and chairs on the highway

Introduction

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

Relevant Legislation

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

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

Conditions under which consent may be granted

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

roads-and-parking/roads-and-pathways/highway-licences-and-permits/#Tables and chairs licence

You need:

- to read the guidance notes and standard licencing conditions before completing the form
- an email address as we will use this to communicate with you concerning your application
- a debit or credit card for the initial assessment payment
- to upload a plan showing the location of the premises
- to upload a dimension plan showing the area to be utilised for tables and chairs
- to upload images showing types of furniture
- to upload a copy of any relevant consents (e.g. planning permission) if applicable
- the freeholder's name, address and contact details, if it is not you
- to have in place public liability insurance policy for £5m as detailed in the licencing conditions

Supplementary

a) In some cases it will be necessary to provide brass studs in the highway defining the periphery of the agreed area. The cost of providing and installing the studs will need to be meet by the applicant at its sole expense and will be in addition to the cost of the licence. Local circumstances may also require a low level marker to assist the blind and partially sighted who use a white stick for guidance. The Layout of tables and chairs must take account of the existing street furniture.

b) A pedestrian route must be maintained at all times for people to walk or take a wheelchair or buggy through or around the pavement café with minimal inconvenience. The route should be straight, and adjacent to the premises to ensure that all pedestrians and particularly those with a disability can maintain their normal path.

c) Each site will need to be evaluated and determined on its merits taking into account pedestrian flows and physical constraints. Local Access Groups may be consulted regarding suitability of layout as the circumstances of each site will need to be evaluated and determined on its merit.

d) All licences are valid from the date of grant for one year and will be not automatically renewed.

e) The Highway Authority will require a copy of the applicant's third party insurance prior to the granting of a licence and at each anniversary of the insurance renewal. Failure to provide this will result in revocation of the licence.

f) If contravention of license conditions is observed, the licensee will be requested to comply with the conditions and, if necessary, issued with a warning letter advising that further contravention will result in revocation of the licence. The licensee will be allowed seven days to comply with a warning letter. If contravention continues after seven days of the warning or a contravention reoccurs within a year of the warning the license will be revoked.

g) Where a licence is not renewed or is revoked under f) above, the licensee must remove its property from the public highway within 7 days. After 7 days, the Highway Authority is empowered to remove and store or dispose of furniture from the highway, at the cost of the licensee. The Highway Authority will not be responsible for their safekeeping.

Terms and Conditions

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

Consultations

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

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

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

Decision Making

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

Fee Charged

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

Renewal Applications

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

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

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

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

Variation of Conditions

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

HIGHWAYS ACT 1980 SECTION 115E
Standard Licence Conditions - Tables And Chairs On The Highway

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

1. This licence is granted in accordance with compliance with the advice given in the guidance notes issued at the time of application

2. The tables and chairs placed on the highway after the granting of a licence must be in accordance with the details and plans provided at the time of the application. No changes are permitted without prior approval of the Highway Authority.

3. The amenities must be removed from the public highway at the end of the permitted period each day. (To be used in all cases, except where consent for picnic tables is granted).

4. All tables and chairs authorised by the licence must be removed by midnight on the day the licence expires unless a renewal licence has been applied for and granted. Renewals must be applied for at least 2 months prior to expiry to allow sufficient time for the application to be considered.

5. Failure to pay the annual licence fee and return the signed licence by midnight on the day the previous licence expires will render the licensee in breach of the Standard License conditions and subject to enforcement.

6. The Licensee shall maintain a public liability insurance policy up to the value of £5 million pounds against any liability, loss or damage, claim or proceeding whatsoever arising under Statute or Common law in respect of the placing and maintaining of the tables and chairs on the highway or their removal there from.

7. The Licensee shall be responsible for keeping the designated area in a clean and tidy condition at all times. Under your duty of care you must ensure that any waste produced is handled safely and in accordance with the law. You must keep all waste safe, prevent it from escaping from your control and ensure that it is only handled or dealt with by persons that are authorised to deal with it.

8. The Licence may be suspended where necessary to allow highway maintenance and any other necessary remedial work to be carried out at the location covered by the licence. A reasonable period of notice will be given to the licensee where possible. The Highway Authority will not be liable for any loss of earnings arising out of the suspension of a licence.

9. Any umbrellas provided must not protrude beyond the designated boundary of the licensed area. They shall be kept in good condition so as not to detract from

the appearance of the street. You are advised that enclosed structures (including gazebos) and the like will not be permitted within the proposed boundary of the licensed area.

10. If you intend to use space heaters, their metric dimensions materials and colour must be specified as part of the application. You will also be required to submit a formal risk assessment as required by the Management of Health and Safety at Work Regulations 1999 in support of your application. This should be carried out by a competent person i.e. someone who has knowledge of the law, British Standards, and Health and Safety Executive Codes of Practice and Guidance. In considering an application, the Council will have regard to the inherent safety of the equipment, its location, storage of Liquid Petroleum Gas Cylinders, maintenance and training arrangements. The County Council will consider the adequacy of the risk assessment which must:
    - Identify the hazards e.g. fire, explosions, burns, impact from falling equipment/cylinders
    - Decide who may be harmed and how
    - Evaluate the risks and decide whether proposed precautions will be adequate or whether more could be done. Record findings, review assessment and revise on an annual basis or more frequently if the situation requires it e.g. a significant change in equipment, etc.

11. In areas of significant footfall (to be determined by the Highway Authority), when in use, the pavement café area will need to be enclosed, to demarcate the licensed area and contain the tables and chairs, thus making it distinguishable to other pavement users, and to assist blind and visually impaired pedestrians.

12. The placing of speakers or any other equipment for the amplification of music within the licensed area is strictly prohibited unless authorized by a premises licence issued under the Licensing Act 2003. Any such authorised music must not cause a nuisance or annoyance to others.

13. Any sales of alcohol within the licensed area must be authorised by a premises licence issued under the Licensing Act 2003.

14. Any material alteration to the Means of Escape, which affects people using the Means of Escape, inside or in the immediate vicinity outside the premises must be recorded in the premises' Fire Risk Assessment as a significant finding. Control measures should be put in place to reduce risk within the area as well as recording them. A review of the hazards and risks should be ongoing throughout the period the premises are in use.

15. This Licence covers the use of amenities by customers for consuming food or refreshment which have been purchased from the licenced establishment. This Licence does not permit the use of the amenities for any other purposes at any time.

16. No additional charge shall be made to customers for the use of the tables and chairs within the licensed area.

17. The licensee may only use the land for the placing of tables and chairs in the course of his business only during the hours permitted by the licence and only within the defined area applied for.

18. No tables and chairs or barriers may be placed in the area until a licence has been granted.

19. No other items may be placed on the highway within the licensed area other than that approved in accordance with the application and the licence when granted. If the premises has a licensed tables and chairs area, then any Advertising Board must be contained within the agreed seating area and not outside the area.

20. The licence is granted for a period of 12 months. This licence will not be renewed automatically. Compliance with the terms of conditions of any previous licence will be taken into account at any application for renewal. The Highway Authority reserves the right to refuse renewal applications where appropriate.

21. The licensee is responsible for carrying out the reinstatement of the highway in the event of any damage to the highway occurring as a result of the activity (if requested to do so by the Highway Authority). The permanent surface reinstatement shall be carried out to the satisfaction of the Highway Authority.

22. The license is issued to the applicant only and is not transferable.

23. These conditions may be varied where appropriate to reflect any changes in local circumstances.

24. The footway must not be obstructed by patrons standing between tables, chairs and the kerb, or by the personal possessions of patrons.

25. The fee is for the administration and grant of the licence. No refunds will be made in the event of a surrender of the licence before expiry. There is no automatic right to appeal against refusal of consent.

26. The Highway Authority may withdraw this consent at any time upon giving the licensee seven days' notice in writing. Upon withdrawal of the consent the licensee shall remove the amenities from the public highway and, in default, the Highway Authority may remove the amenities and recover from the licensee its cost in so doing.

Enforcement Measures

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

Breach of Conditions

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

Where the Highway Authority serves a notice on the licensee requiring him/her to remedy any breach of the terms of this consent, and the licensee fails to comply with the notice, the Highway Authority may itself take the steps required by the notice and recover from the licensee any expenses incurred.
A further inspection will be made of the pavement café 7 days after the notice is served. If remedial action has not been taken then a Notice of Contravention will be issued further outlining the nature of the offence(s) and informing the operator that they are to remedy the breach or remove the pavement café from the highway within a period of 7 days from the date the notice is served.

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

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

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

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

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

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

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

33. Temporary Road Closures

Temporary road closure orders may be made to facilitate:

- Events taking place on the highway
- Highway works by a statutory undertaker / public utility
- Highway works by a third party to facilitate new development
- Improvement or maintenance of the highway network

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

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

34. Terrorism – Mitigating Threats

In considering integration of security measures into streets and spaces, the long-term management and maintenance issues must be taken into account at the earliest stages. The long-term financial and administrative commitment required to keep the measures effective and attractive need to be allowed for in appropriate planning, highway and management agreements.

When considering the incorporation of counter-terrorism measures in the design of a new facility, the specialist advice of a police Counter-Terrorism Security Adviser (CTSA) and, if appropriate, the Centre for the Protection of National Infrastructure (CPNI) via the CTSA should be sought.

- CCC will adopt a proactive approach to the consideration of protective security measures in all new schemes that affect or create crowded spaces.
- CCC will consider all proposed physical mitigations with due regard given to their impact on look and feel of the public space and on people movement dynamics.

35. Tourist Signing

Definition

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

General policy

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

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

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

Tourist attraction requirements

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

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

- The owners or management of the attraction must provide confirmation that they have registered with Visit England and have agreed to abide by its Code of Practice for Visitor Attractions (leisure destinations no not have to be and for reasons of their national interest English Heritage and National Trust properties are exempted from this requirement)
- The applicant must provide evidence that appropriate steps have been taken to publicise the attraction and to inform potential visitors of suitable approach routes
- There must be adequate on-site facilities for visitors, including parking, appropriate to the size of the site and the number of visitors which it is likely to attract.
- Where off-site parking is provided it must be within a safe reasonable walking distance of the attraction.
- If the off-site car park is not owned by the operator of the attraction, written confirmation that such use is acceptable must be provided.

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

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

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

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

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

<u>Assessment of tourist facilities</u>

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

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

Basic conditions

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

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

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

Accommodation

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

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

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

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

Self-catering accommodation tends to be pre-booked, with visitors receiving directions to the premises. In this situation it should not be necessary to consider such facilities

for tourist signing. If evidence can be produced that self-catering accommodation is available without pre-booking and the ETB quality standard for this type of accommodation is met then the provision of tourist signing could be considered.

Refreshment

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

Many premises provide refreshments and it would clearly be unacceptable to provide tourist signing to all such facilities. To do so would lead to a proliferation of signs which in many cases would be directing visitors away from equally suitable establishments. For these reasons only isolated or remote refreshment establishments and those which are promoted as tourist attractions will be considered for signing.

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

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

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

Shopping

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

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

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

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

Leisure

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

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

Implementation Guidelines

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

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

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

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

Directional signing to the facility must satisfy the environmental requirements listed below

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

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

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

Policy for bypassed communities

The presence of "local services" in by-passed villages or small towns can now be signed using the "white on brown" tourist signs. The sign can include a short descriptive phrase, such as "Historic market town". Generic names and/or symbols should be used

to indicate the facilities/attractions available (i.e. Hotels/bed symbol; restaurants/knife and fork symbol, etc).

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

Environmental considerations

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

Details of tourist facilities should be provided at TICs and TIPs for which signing using the "***i***" symbol will be permitted.

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

Road safety and traffic management issues

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

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

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

Application procedure and payment for signs

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

Applicants must submit responses to the self-assessment questions with the PFHI (Highway Projects) application form available on our website. This will instigate the detailed assessment of eligibility and entitlement.

The following costs will be borne by the applicant:

i. The Private Works application fee £500
ii. The full cost of site works will be charged if implemented by Cambridgeshire County Council or a fee of 8.5% of works cost if applicant's contractor carries out the works.

The applicant will be expected to pay all fees in advance. The signs will be procured under the third party funding policy for highway features with the applicant meeting all works costs ~~and a commuted sum for the maintenance of the signs during their design~~

~~life.~~ The cost of replacing signs as a result of damage vandalism or theft or at the end of their design life must be met by the applicant.

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

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

Eligibility

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

Eligibility and conditions self-assessment form

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

Notes

i. The Private Works application fee is £500, payable at the time of application. Fee includes for:
   - Assessment of suitability and feasibility of proposal
   - All options analysed to best meet applicant's objectives
   - Policy, road safety and engineering specialist input
   - Estimated cost calculated, including officer fees
   - Estimated delivery timescale
   - A site visit to discuss the options
   - Full documented summary provided

ii. Traffic management, road safety, local amenity, quality of attraction and standard of service all have to be taken into account and could, without prejudice, form the basis for rejection of your application.

iii. The design, maximum number and locations of signs are determined by Cambridgeshire County Council and may be altered upon review of traffic management, safety or amenity needs.

iv. Applicants should not expect signing from all possible directions.

v. All signs become and remain the property of Cambridgeshire County Council.

36. Traffic Calming

Traffic calming schemes may consist of a combination of various traffic calming features, designed to reduce and manage the speed of vehicles and improve road safety. The design of schemes should accord with current Department for Transport standards and take into account all relevant guidance and advice.

37. Traffic Regulation Orders

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

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

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

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

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

38. Traffic Signals

Traffic signals may be provided to:

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

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

39. Traffic Signs

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

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

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

40. Tree Policy

Scope

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

Existing Trees and Hedges

Responsibility

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

Routine Tree Work

The County Council will cut back all hedges, trees and shrubs that are the responsibility of the Highway Authority to ensure appropriate visibility and sight lines and that road signs are not obscured. Where an obstruction to a sight line, street light, road sign etc. or a potential hazard has been identified these shall be prioritised to allow works to be undertaken as part of the cyclic maintenance programme.

The local member/s of the County Council and the relevant District, Parish, Town or City Council will be informed of any works due to be carried out, a minimum of two weeks prior to the work being undertaken. In the case of emergency work the relevant local members will be updated once the work has been completed, should it not be practical to do so before dealing with the emergency.

Trees Encroaching on Public Highway

Trees and vegetation that overhang the highway should be crown-lifted to at least 5.2m to allow safe passage of high sided vehicles as well as being cut back to a minimum of 450 mm from the edge of the carriageway to allow clearance for wing mirrors.

Trees and vegetation that overhang footways and footpaths should be crown-lifted to at least 2.5m and cut back to ensure that the footpath/way is passable for all classes of authorised users.

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

The Highway Authority has powers under Section 154 of the Highways Act (1980) to serve notice upon the owner of the relevant land to lop or cut the tree that is causing an obstruction.

Hedge Maintenance

There are very few highway hedges; the vast majority of hedges are the responsibility of the adjoining land owner, not the Highway Authority.

The County Council will maintain hedges for which it is responsible, to ensure the safe passage of the relevant classes of users along the highway.

The Authority has powers under Section 154 of the Highways Act to serve notice upon adjoining land owners regarding the maintenance of hedges for which they are responsible.

Replacement Trees

Members of the public will be consulted on the proposed felling / removal of street trees on the public highway, except those removed in an emergency. This engagement acknowledges the positive role trees play, contributing to the quality of life for people in urban areas.

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

Wherever possible, replacement trees will be planted in the same location as the trees that have been felled. If that is not possible, the new trees will be planted as close as practicably possible.

There may be occasions when replacement trees need to be planted in different locations to those that have been removed, for such reasons as impact upon other highway infrastructure or ongoing maintenance considerations.

The County Council will assume maintenance responsibility for any such replacement trees.

Subsidence Allegedly Caused by Highway Trees

There are a variety of potential causes of the subsidence of buildings, including:

general reduction of ground water levels; inadequately designed or constructed foundations and seasonal variations in the moisture content of soils.

Consequently The County Council will not automatically agree to remove highway trees where there is evidence of building subsidence. Property owners should seek professional advice regarding the causes of subsidence, on a case by case basis.

The Council will carefully consider any relevant claims for subsidence damage but does not accept as a matter of course that nearby highway trees are likely to cause or contribute to a subsidence problem.

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

New Trees within the Highway

The Council is happy to license new planting on the public highway where it is considered safe, feasible and appropriate. The Authority will work closely with District, Town and Parish Councils, local organisations and individuals who may wish to plant trees in the public highway, with cases assessed on a site by site basis.

The owners of premises adjoining the highway can apply to plant and maintain trees on the highway adjacent to their property, under Section 142 of the Highways Act. Support regarding an application will be provided by the Highway Authority, including specific guidance on species, location and suitability.

The County Council will consider applications by District, Town or Parish Councils to plant and maintain trees within the highway under Section 96 of the Highways Act. The Council will need to be satisfied that the trees are suitable, taking into account safety, existing features, utility apparatus, water extraction, tree canopy and future maintenance implications.

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

~~The County Council might require the payment of a commuted sum for new trees planted within the highway. Alternatively,~~ For trees planted under sections 96 and 142 of the Highways Act, responsibility for the maintenance of trees will rest with the relevant local authority or adjoining land owner.

Where trees are included within new highway infrastructure offered for adoption by the County Council, this will typically be subject to the Council’s development management policies and procedures. Adoption is very largely via sections 38 or 278 of the Highways Act 1980. ~~The County Council will require commuted sums from developers for the ongoing maintenance of trees, as a condition of the Authority agreeing to adopt the trees and the associated highways infrastructure.~~

Privately Funded / Third Party Trees

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

Summary

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

The Highway Authority will collate and report information on the felling and replanting of trees and report to Members of the relevant committee on a monthly basis. This increases transparency and will help to make sure we maintain and enhance the natural capital benefits of trees.

41. Vehicle Activated Signs (VAS)

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

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

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

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

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

Moveable Vehicle Activated Signs (MVAS)

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

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

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

Speed Indicator Devices (SIDs)

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

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

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

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

42. Vehicle Access

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

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

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

43. Vehicles for Sale on the Highway

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

44. Verge Maintenance

Protected Road Verges (PRVs)

The best examples of verge grassland are managed by the County Council through the PRV scheme, which covers approximately 80 km of verge across 67 locations (appendix 1). For example, the species-rich grassland at Stocking Lane PRV supports

Crested Cow-wheat, an important plant restricted to verges of Cambridgeshire, Suffolk and Essex.

A study of some of Cambridgeshire's PRVs was undertaken in 2020 by Jonathan Shanklin and confirms that verges still make an "essential and valuable contribution to the County's biodiversity". However, the quality of the PRVs has deteriorated due to sub-optimal management, nutrient enrichment and in some cases, neglect. This corroborates the findings of PRV surveys commissioned by CCC that found only 7% in favourable condition, 24% in part favourable / unfavourable condition and 69% in unfavourable condition by 2012. This evidence demonstrates that the current management of PRVs by CCC is not sufficient to conserve their biodiversity value.

Priority must be given to managing the most biodiversity rich verges for their wildlife interest. The wildflowers of the majority of PRVs should recover if appropriate management is implemented.

Currently, the PRVs receive two cuts per year, but grass cuttings are not removed, causing enrichment of the soils and wildflowers become smothered by rough grasses. It is essential that grass cuttings are removed to reduce soil fertility, so that wildflowers can thrive. In addition, some PRVs are becoming dominated by scrub, which will require more invasive management (e.g. scrub removal and soil stripping). Up-to-date surveys are needed to prescribe the exact management needed for each PRV.

It is therefore proposed that the following management is implemented on the PRVs:

- Engage the Wildlife Trust to undertake surveys of all the PRVs, this being is in keeping with other surveys CCC have had undertaken of the PRVs. The Wildlife Trust are best placed to identify any changes since their last survey work in 2007-2011 and any changes as a result of the proposed new cutting regime. Split the survey over two years, so that we have the baseline data as soon as possible.
- The Wildlife Trust are able to survey potential new CCC PRVs. We have none at this stage but expect there will be some new sites come forward as we develop work with the parishes and the county botanical recorder.
- Installation of any missing PRV way markers to demarcate length of PRV
- Undertake remedial work on any PRVs to restore areas back to grassland (e.g. scrub clearance)
- Implement optimal cutting regime of two cuts per year, with arisings collected.
- Cuts to be undertaken within the following 4-week windows (depending on flowering interest), either:
  A) 1st cut in April & 2nd cut in mid-September to mid-October; or
  B) 1st cut in late July & 2nd cut in mid-September to mid-October
- All cuttings to be collected and deposited either at rear of verge or in compost piles, outside of the PRV

<u>Rural Road Verge network</u>

It is proposed that the wider network of verges is cut twice a year and that both of the cuts are full width of the available verge, thus reducing the build-up of scrub at the back of the verges.

The March/April cut is perfect for most of the county, apart from areas on the clay, which have different key flowering times. The timing of the cuts is:

South divisions & North divisions (excluding NE17)
A) March/April & late September/October
B) Priority of completing cutting during the optimal timings should be given to the verges in South Cambridgeshire and East Cambridgeshire because they are more floristically rich than Fenland

West Division & Highways Zone NE17
C) Late July & late Sept/October (optimal)
D) If postponing the first full width cut until late July is not operationally possible, then the next best alternative is cutting in: March/April & late July/August (e.g. no autumn cut)

Urban Road Verge (URV) network
The URV are those urban roads with speed limits of 40mph and under.

There are a number of different organisations that cut the verges in Cambridgeshire's urban areas on the county council's behalf. These include; Cambridge City Council, Huntingdonshire District Council, Huntingdon Town Council, St.Neots Town Council and a number of parishes. They are paid what it would cost the county council to cut the grass based on a square metre area for three cuts.
.
The remaining urban area is cut by the county council's Highway Services partner.

It is proposed that an urban verge cut and collect trial is implemented in a small number of villages following the cutting regime for PRV network.

The proposal consists of

- Treat the trial as a separate programme.
- The number of parishes/villages included in the trial will depend on the number of cut/collect machines used. To maximise the use of any cut/collect machines it is anticipated that 3-5 parishes would take part in the trial.
- Parishes would be picked that are supportive of the trial. Although it may be better to focus on one district to minimise travel time/costs.
- Suggested length of trial is 3 years to see the full benefit. Unlikely to see biodiversity benefits until second year.
- Engage with parishes prior to starting the trial. It is possible that parishes will help find locations to dispose of arising close to cutting sites. They may also be increased in monitoring.
- Monitoring of biodiversity is important – monitor plant diversity throughout the length of the trial. Could use quadrat surveys and local volunteers. A monitoring programme will be developed in conjunction with the county council ecologist.
- Monitoring of when cuts are needed could also be carried out by local volunteers.

- First year will likely need the same number of cuts (with the addition of collecting) to reduce nutrients in verges. The aim is to get this to two cuts a year by the end of the trial, subject to monitoring.
- Arisings are best left on site if possible (in nearby hedges/scrub)

Road Safety

The county council places a very high importance on road safety and any changes to the verge management regime will not compromise safety. Therefore, all vision splays, bends and junctions have been identified, and a specification for the cut at these locations has been designed.

The higher the speed limit of the road the greater the length of the vision splay required.

It is proposed that these are cut four times a year throughout the season, with an option to attend to any locations following identification from either routine highway inspections or correspondence from local members and / or the public that there is further requirement to cut the vision splay, bend or junction.

Community Verges

There has been increasing interest from Parish Councils, resident associations and individuals looking at options for managing their own local verges in a more biodiversity friendly management regime.

It is proposed that the county council supports this and work with communities to enable this to happen where appropriate. A page will be created on the county council website for all matters relating to road verges as a source of information for Parishes. This information will include species mix by soil type, volunteering and cutting regimes and frequently asked questions, advice and contacts for further guidance.

Volunteers can use the already existing Highways Volunteering forms and once risk assessments have been completed, enable them to be covered by CCC insurance whilst working on the public highway of which the verge forms part. Local Highway Officers will be encouraged to promote this scheme through their meetings with Parish Councils, resident associations and individuals.

The County Council has the discretion under Section 142 of the Highways Act 1980 to grant licences to the owners of premises adjoining the highway to plant trees, shrubs etc within the highway. The Council will have due regard to the promotion of biodiversity and carbon capture in considering applications for such licences and any conditions attached thereto

~~The current Licence to cultivate Section 142, can be seen as a barrier to communities and individuals and it is proposed that this is not promoted for the purpose of verge management but retained for the planting of shrubs outside an applicant's property.~~

45. Weed Treatment

A programme was introduced in 2019 to proactively identify the locations and treat invasive weeds such as Japanese Knotweed, Giant Hogweed and Himalayan Balsam. Any weeds located on the public highway are inspected, risk assessed and then if required treated, this treatment will be twice a year for three years. Invasive Weed Identification workshops for the Highway Inspectors and Local Highway Officers are

facilitated by the Biodiversity Team and the Highway Service Contractors supply chain and held every three years.

46. Highway Enforcement

General

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

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

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

Areas for Enforcement

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

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

Specific guidance is shown below in relation to unauthorised encampments and signs.

Unauthorised Encampments

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

Any decision to instruct Legal Services to serve notice on the travellers and to seek an appropriate court order will be made by the Assistant Director Highways Maintenance,

in consultation with the Travellers Liaison Officer in accordance with the County Council's policy.

Unauthorised Signs

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

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

Appendix G - Life Cycle Plans

Life cycle plans will be provided following confirmation of funding from DfT.

Appendix H - Skid Resistance Policy

Skid Resistance Policy

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

Skid resistance network

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

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

Test Equipment

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

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

Setting Investigatory Levels

The initial investigatory Level (IL) is based upon various factors including road type, alignment or feature. CS 228 Rev2, Table 4.2 contains nationally defined Investigatory Level (IL) categories, descriptions and values, for trunk roads and motorways. This are applied to the roads within Cambridgeshire.

CS 228 Rev 2 Table 4.2 is reproduced below.

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

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

- ST in cells within the Table above indicates the range of ILs that should generally be used for roads carrying significant levels of traffic
- 'LR' in cells indicates a lower IL that may be appropriate in lower risk situations, such as low traffic levels or where the risks present are mitigated by other means, providing this has been confirmed by the crash history
- Exceptionally, an IL higher or lower than those indicated in the above Table may be assigned if justified by the observed crash record and local risk assessment
- If more than one site category is appropriate then the site category with the highest recommended IL shall be selected
- If the highest recommended IL for the site categories are the same then the category highest up the table shall be selected (A being the highest on the table and S2 the lowest)
- ILs for site categories Q and K shall be based on the 50m approach to the feature and, in the case of approach to junctions, through to the extent of the junction
- The approach length may be extended when justified by local site characteristics
- Categories G1 and G2 shall not be applied to uphill gradients on carriageways with one-way traffic
- Category S1 shall be applied to all bends on carriageways with one-way traffic where the radius of curvature is <100m
- Category S2 shall be applied to all bends on carriageways with two-way traffic where the radius of curvature is <100m
- Category S1 shall be applied to bends on carriageways with one-way traffic with a radius of curvature > 100m but <500m where the speed limit is > 50mph
- Category S2 shall be applied to bends on carriageways with two-way traffic with a radius of curvature > 100m but <500m where the speed limit is > 50mph
- The site category and IL applied to a length shall be applied to all lanes of the carriageway that have traffic running in the same direction
- All lanes of the carriageway (with the same direction of traffic) should be included when identifying what site category and IL will be applied. This includes the hard shoulder where hard shoulder running is implemented
- The site category and IL information shall be recorded together with the date of assessment

Cambridgeshire County Council has set appropriate IL's for its network, based upon the table above, amended to reflect lower traffic levels. These are reviewed on a 3 year rolling programme, by a detailed site specific risk assessment. This assessment

is to be undertaken by competent officer. The annual IL review programme is detailed in Annex B.

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

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

Cambridgeshire County Council bases its approach to setting ILs to Table 4.2 from CS 228 Rev2. Where the table permits lower values (LR), the Authority will consider adopting these values.

Detailed Site Specific Risk Assessments and Site investigation

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

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

Sites that have had one or more wet skidding injury accidents during the 3 calendar years preceding the SCRIM survey are deemed to have a wet skidding injury accident history.

Method of Prioritisation of Sites

Those sites that have skidding resistance 0.25 or more below IL and also have a wet skidding injury accident history will be prioritised for further site investigation jointly by the Authority's Asset Management and Road Safety Engineering team and propose any remedial action if appropriate.

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

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

Accident histories will be assessed based upon the number of wet skidding injury accidents during the 3 calendar years preceding the SCRIM survey being undertaken.

Site Investigations

Individual site investigations shall be completed and documented.

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

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

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

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

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

Slippery Road Signs

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

Annex A – Road Network subject to routine Skid Resistance Testing

The table below does not include those lengths of new local roads or lengths of roads that are likely to be de trunked and handed over to Cambridgeshire CC in due course.

Road Number	From	To	Length (km)
Strategic Roads			
A1101	Lincolnshire boundary	Norfolk boundary	12.68
A1303	A428	M11 junction 13	2.75
A605	Entire length		26.51
A10	Entire length		54.61
A141	Entire length		46.94
A142	Entire length		37.78
A505	Entire length		20.29
A1198	A14	A428	12.48
Total length of Strategic roads			214.04
Main Distributor Roads			
A1101	Shippea Hill	B1411	13.19
A1303	M11 junction 13	A1304	20.41
A15	Entire length		3.16
A603	Entire length		18.68
A1096	Entire length		5.35
A1123	Entire length		39.77
A1198	A428	Hertfordshire boundary	20.38
A1301	Entire length		13.68
A1304	Entire length		10.07
A1307	Entire length		45.34
A1421	Entire length		3.76
A1309	Entire length		5.68
A1134	Entire length		20.19
B1040	A141	B1095	17.03
B1042	Entire length		6.47
B1043	C105	C339/A14	1.94
B1049	A14	A1123	15.85
B1050	A14	A1123	14.38
B1095	Entire length		6.12
B1102	A142	A14 (omit Isaacson Road, Burwell)	16.08
B1381	Entire length		8.1
Addenbrookes Rd A1301/U7046	Hauxton Road	Dame Mary Archer Way	2.15
Total length of Main Distributor roads			297.41
Total length of testing road network			**521.82**

Annex B – Programme for review of Investigatory Levels

The table below does not include those lengths of new local roads or lengths of roads that are likely to be de trunked and handed over to Cambridgeshire CC in due course.

Road Number	Year 1	Year 2	Year 3
A1101		12.68	
A1303		2.75	
A605		26.51	
A10			54.61
A141			46.94
A142	37.78		
A505	20.29		
A1198	12.48		
A1101		13.19	
A1303		20.41	
A15		3.16	
A603		18.68	
A1096		5.35	
A1123		39.77	
A1198		20.38	
A1301			13.68
A1304			10.07
A1307			45.34
A1421			3.76
A1309		5.68	
A1134	20.19		
B1040	17.03		
B1042	6.47		
B1043	1.94		
B1049	15.85		
B1050	14.38		
B1095	6.12		
B1102	16.08		
B1381	8.1		
A1301 & U7046	2.15		
Total km	**178.86**	**168.56**	**174.4**

Annex C – Site Investigation Form

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

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

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

Accident history		
	%	Number
% wet accidents		
% skid accidents		
% wet skid accidents		

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

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

Road layout	
Is the road design still appropriate for the speed, volume and type of traffic?	

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

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

Results and actions
Is action needed?
If not, why not?
If yes, what action is required?
Officer responsible for report: Signature: Date:

Appendix I - Adoption of New Non-Motorised User (NMU) Routes

Adoption of New Non-Motorised User (NMU) Routes

Introduction

The maintenance of Cambridgeshire County Council's existing highway network is planned and managed through its Highway Operational Standards (HOS), reviewed annually. The Cambridgeshire & Peterborough Combined Authority and County County's various transport strategies provide the guiding principles regarding the strategic development and management of the transport network, including non-motorised user routes comprising public rights of way and cycle routes ('NMU routes').

Records of the County's highway assets are managed by the Asset Information and Asset Planning teams. These databases provide the basis for the maintenance of the highway network, and include NMU routes.

In order for the network to be effectively planned and managed, both the current and future maintenance liabilities have to be managed. The adoption of new roads is well regulated through the Highway Development Management process. There is also an existing policy specifically regarding the adoption of public rights of way through diversions under the Highways Act 1980.

This policy sets out how the County Council will decide what NMU routes it should adopt in future in terms of need, affordability and consistency. This is particularly important in the current economic climate of ever-reducing budgets where an asset management approach is being taken to highway maintenance.

The policy first sets out the process by which the County Council will decide what new NMU routes it will adopt in future, based on criteria applied equally to all potential candidates.

Secondly, it addresses situations where the County Council has to decide if it will adopt recorded public rights of way not previously maintainable at public expense. It also addresses public path order diversion proposals that would result in additional maintenance liability than is currently the case, such as a change of surface material or additional length.

Classes of public access

Most linear forms of public access in Cambridgeshire exist as public highways, which may or may not be maintainable at public expense, depending on their origin. However, access can also be provided by permission of a landowner, as explained below.

There are six classes of highway, ranging from public footpaths at the lowest level to carriageways at the highest:

- **Footpath** – provides users with the right to pass and repass on foot only. A footpath is geographically separate from carriageways with adjacent footways (pavements).
- **Bridleway** - provides the right to pass and repass on foot, bicycle and horse. However, cyclists should give way to pedestrians and horse-riders.

- **Restricted byway** - provides the right to pass and repass on foot, bicycle, horse and horse-drawn vehicles in equal rights.
- **Byway open to all traffic ('BOAT')** – provides the right to pass and repass on foot, bicycle, horse, horse-drawn vehicles and all motor vehicles. However they usually have a soft surface and many are not suitable for modern vehicles.
- **Cycle track** – may carry pedestrians and bicycles, or only bicycles depending on its designation.
- **All-purpose highway** – these are principally carriageways and carry all types of traffic from Non-Motorised Users to all motorised vehicles. Carriageways are divided into A, B, C and Unclassified categories. Unclassified status includes unsurfaced 'soft' roads. Carriageways may or may not contain footways, cycle tracks or multi-user routes for pedestrians, cyclists and equestrians adjacent to the section used by vehicles. Margins can be provided in or beside a carriageway for horses or driven animals if considered necessary.

Non-Motorised User routes (NMU routes) is a generic term covering all types of public access that can be used by pedestrians, cyclists and equestrians and horse-driven carriages. They include footpaths, bridleways, restricted byways, cycle tracks, and footways and multi-user routes within the highway.

The lengths of the different classes of highway and other public access in Cambridgeshire are shown in Table 1 at Document A. The majority of the highways shown in Table 1 are maintainable at public expense. 1.8% (58km) of public rights of way are known to be not maintainable at public expense; potentially this figure is as much as 9% (291km), depending on their historic legal origin.

The length of cycle tracks is a current estimate. However, it is likely that the figure is significantly higher, because cycle routes have been created over some decades not only by the County Council, but also under agency agreements with the District Councils. They are poorly documented, and so the extent of the County Council's potential liability is unknown. A project is underway to identify the routes.

In addition to these highways, Cambridgeshire has 644km of permissive paths (footpaths, bridleways, restricted byways and cycle routes). The majority of these are maintained privately by the landowner. However, the County Council may be liable for maintaining many of the cycle routes, depending on the agreement (see 3.3-3.4 below).

<u>Methods by which public rights of access are created</u>
The County Council accrues new highways through a number of different legal mechanisms. Many arise through external parties, such as developers and Central Government transport schemes. The mechanisms are shown in Table 2 at Document B.

Highways are also accrued in a number of ways through the County Council's own initiatives, including strategic transport plans and third party schemes. These are set out in Table 3 at Document B. Capital schemes (documented and approved annually in the County Council's Highway Capital Maintenance Programme (HCMP)) are often achieved through the County Council's own powers of 'build and adopt', which technically requires no formal documentation of legal creation. Local Highway

Initiatives are approved separately by Members each year, and can include NMU schemes.

Public access can also be provided by permission of a landowner through a formal legal agreement or 'licence' (see Table 4 at Document B). This gives local communities additional valuable facilities, whilst protecting the land from permanent rights being accrued. The majority of permissive paths are not maintainable at public expense.

Many of the cycle routes provided in partnership with the charity Sustrans have been achieved through permissive agreements. Some, such as the Jubilee Cycle Path along Riverside in Cambridge run over existing public footpaths, leading to a dual status and potentially differing maintenance liabilities.

Maintenance Liability

Most new highways will be maintainable at public expense, but there are certain situations in which this will not be the case. These are listed at Table 5 at Document C. Diagram 1 at Document C shows the relationship of different categories of highways and their maintenance liability to the different legal systems of asset record management.

The tables at Document B show that the sources of public access are wide and varied. The County Council has influence over the location and design of most of these highways and permissive routes through negotiation with the parties concerned, and will accept them provided certain legal tests and technical specifications are met.

However, the Authority does not necessarily have control over how many highways it will accrue in a given year. This is because it is a function of many factors, such as the amount of development coming on-stream, the issues involved with each scheme, and when Central Government gives approval for major transport schemes.

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

The Asset Management approach to adoption of NMU routes

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

Criteria Set 1: Adoption of New NMU Routes

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

New NMU routes covered by this policy include:

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

The criteria are based on:

- Cambridgeshire County Council's Vision as set out in its 2021-22 Business Plan:

    - Communities at the heart of everything we do
    - A good quality of life for everyone
    - Helping our children learn, develop and live life to the full
    - Cambridgeshire: A well-connected, safe, clean, green environment
    - Protecting and caring for those who need us

- Statements of Action from the County Council's Rights of Way Improvement Plan policy (adopted 2006, revised 2016).
- The Cambridgeshire Health & Well Being Strategy 2012-2017[1]
- Good practice developed over years of experience by the County Council's Cycling team and Asset Information team.

In order to be successful, a scheme must achieve a threshold score of at least 75% (see scoring notes in Document D). A Viability and Affordability criterion will mean that schemes must demonstrate that they are sustainable in terms of ongoing maintenance. Schemes that cannot demonstrate this will not pass. Project Managers will be expected to agree the Viability and Affordability score with Highway Asset Management and the relevant local highways office. Scoring for the other criteria will need to be agreed with Asset Information and the relevant Highway or ROW Officer. Solutions to enable viability include ensuring that the route is built to the County Council's Housing Estate Road Construction Specification~~, or offering an agreed commuted sum.~~

Schemes that pass will still have to undergo their relevant legal process, for example Public Path Creation Agreements and Orders through the formal Highways Act 1980 process. Schemes that are adopted via the Highways Development Management process and satisfy the relevant specification will be deemed to pass and will not be subject to the other criteria.

The criteria will also apply where it is proposed that the County Council takes on the maintenance liability of a permissive route for the life of the agreement.

Criteria Set 2: Public Path Diversion Order Applications

The second set of criteria at **Document D** applies to all public path diversion order applications under the Highways Act 1980 (HA80) and the Town & Country Planning Act 1990 (TCPA90), including like-for-like diversions; routes that are recorded public

[1] A revised Health & Wellbeing Strategy is in draft form, having been delayed by the Covid pandemic.

rights of way but are not currently maintainable at public expense; and packages to reorganise the network.

The criteria are based on a revised version of the County Council's Requirements for making a diversion order (originally approved as policy in 2010) and its Statement of Priority for Public Path Orders (see **Appendix K**). They provide an equitable means of assessing the maintenance liability that would be incurred. The criteria consider: accessibility relating to the County Council's duty under the Equality Act 2010; the benefit to the Authority and communities from resolving long term maintenance problems; the benefit to the PROW network; and the benefit to landowners from improved land management. Applications will still have to meet all the HA80 and TCPA90 legal tests.

The criteria are split into two elements:

- Six Pass/Fail criteria relating to County Council requirements that must be met in order for an application to be considered. If an application fails one of these criteria, it fails regardless of its numerical score. Officers will then revert to the applicant to discuss their options.
- Numerically scored criteria, where a 70% threshold must be met in order for an application to be taken forward. If an application passes the Pass/Fail criteria but fails the 70% numerical threshold, it will not proceed and officers will revert to the applicant to discuss their options.

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

Cambridgeshire County Council's Public Path Order Diversion Requirements are now encapsulated in the *Criteria 2: Public Path Order Diversion Applications*. The 'Flow Chart for Public Path Order Applications' has been amended to reflect these changes (see Document E).

References

- Cambridgeshire County Council - Housing Estate Road Construction Specification
- Highway Operational Standards
- Rights of Way Improvement Plan
- Highway Capital Maintenance Programme

Glossary

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

Documents

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

DOCUMENT A

Table 1 Lengths of highways and other public access in Cambridgeshire

Class	Km	Total (km)	% of Total Network	Maintained by CCC (km) (including routes requiring further investigation)	% Network maintained by CCC (including routes requiring further investigation)	% not maintainable at public expense	Length of routes requiring further investigation (km)	% Network requiring further investigation	Total % network potentially not maintainable at public expense
Footpaths	2,240		68.9%	2204	68.13%	0.77%	8.3	0.37%	1.14%
Bridleways	599		18.4%	563	17.4%	1.01%	8	1.34%	2.34%
Restricted Byways	5		0.2%	5	0.2%	0.00%	0.4	8.00%	8.00%
Byways	407		12.5%	407	12.48%	0.02%	217	53.32%	53.34%
Total PROW		*3,251*	*(PROW) 100%*	*3,179*	*98.21%*	*1.79%*	*233.7*	*7.19%*	*8.99%*
Cycle tracks	64		1.4%	64	1.4%				
Soft roads	133		2.9%	133	2.9%				
U roads	2,244		48.6%	2,244	48.6%				
B roads	578		12.5%	578	12.5%				
C roads	1,121		24.3%	1,121	24.3%				
A roads	480		10.4%	480	10.4%				
Total roads and cycletracks		*4,620*	*(Roads+CTs) 100%*	*100%*	*100%*	*0%*	*0%*	*0%*	*0%*
Total highways		**7,871**	*100%*						
Permissive paths (including cycleways)	641	**641**		unknown	unknown	unknown	unknown	unknown	unknown
All routes		**8,512**							

DOCUMENT B – Sources of Highway Accrual and Liability

Table 2 External sources of highway creation and associated maintenance liability

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

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

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

Table 4 Other sources of public access and associated maintenance liability

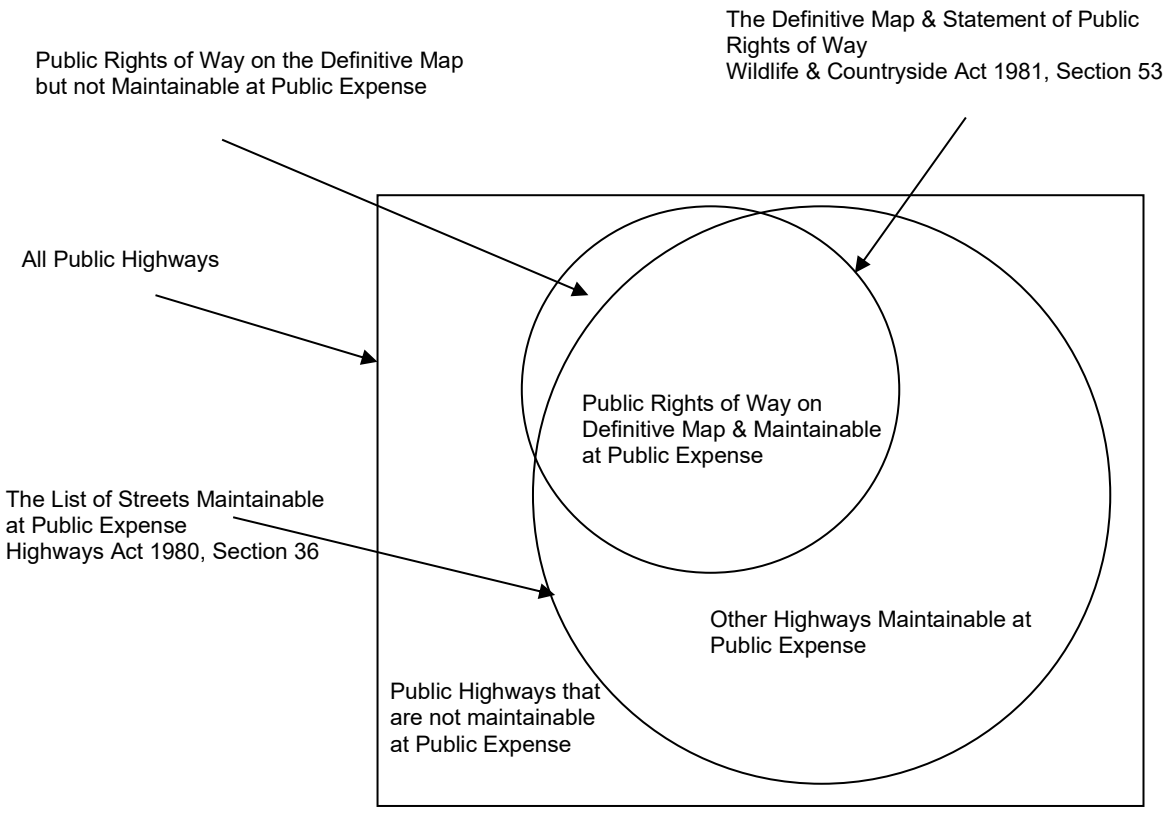
Source	Scheme type	Type of Access Created	Legal Mechanism	Liability
CCC, District Councils, Sustrans and other third parties	Cycle schemes	Shared pedestrian and cycle routes; separate cycle routes	Licence or permissive agreement	Depends upon terms of agreement
CCC	Permissive rights of way	Pedestrian,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

DOCUMENT C

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

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

Diagram 1 The relationship between highways and maintenance liability



DOCUMENT D

Adoption of Non-Motorised User Routes Criteria - New Highways (All applications and Proactive)					
Subject area	**Criteria**		**Maximum available score**	**Scheme**	**Notes**
	No.	**Item (SOA = Statement of Action in ROWIP)**			
CCC Estate Road Specification	1	Project design complies with requirements of CCC Housing Estate Road Construction Specification (PASS or FAIL only)	Pass or Fail		
Maintenance & Financial	2	Viability and Affordability (PASS or FAIL only)	Pass or Fail		
Safety	3	Mitigates conflict between potential users and different modes on an existing route, e.g. by splitting/removing one or more modes of user	3		
Connectivity & Safety	4	Provides safer road crossing and/or off-road link not currently provided for (SOA2)	6		
Connectivity	5	Provides a missing link to a wider network, supporting physical and mental wellbeing (SOA2, SOA5)	2		
Connectivity	6	Enables a new circular route (Whole or in part) supporting physical and mental wellbeing (SOA2, SOA5)	3		
Connectivity	7	Provides convenient access to work, education centres, health facilities and/or transport hubs	4		
Connectivity; convenience	8	Provides a sustainable transport connection (Walking, Cycling or Equestrian) with an existing or new development (SOA3)	4		
Connectivity	9	Provides convenient access for users to other local amenities (e.g. community facilities, shopping, religious centres)	3		
Equalities Impact	10	Project will benefit pedestrians	3		
Equalities Impact	11	Project will benefit equestrians	3		

Equalities Impact	12	Project will benefit cyclists	3		
Equalities Impact	13	Significant negative impact on accessibility - Equalities Act	-3		
Equalities Impact	14	Proposal allows/enhances access for disadvantaged groups under Equalities Act and/or Cambridgeshire Health & Well Being Strategy; JSNA	3		
Equalities Impact; health & well-being	15	Increases access to green space and opportunities for physical and mental wellbeing	3		
Consultation	16	Support from local communities	3		
Biodiversity Duty	17	Significant negative impact on biodiversity	-2		
Land management including Biodiversity Duty	18	Proposal has no negative or a positive effect on land management	2		
Promoted route	19	Route will be on a promoted way e.g. National Cycle Network, Ouse Valley Way	1		
Limited time	20	Limited window of opportunity E.g. landowner goodwill or S106 Agreement	3		
Features of Interest	21	A route leading to, through or past (200m radius) a site of historic, cultural or wildlife interest. (1 point for each)	3		
TOTAL			47		
		Total as % (Threshold is 75% i.e. 35)	75		

Explanatory Notes:

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

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

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

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

Criterion 2 Viability and Affordability:
Viability means the cost of delivering the scheme. Is this being funded, or will it need to be funded from existing CCC revenue? Funding must be evidenced in writing. If a scheme cannot be funded at no or limited cost to CCC, it will not pass.
Affordability means the cost of ongoing maintenance. If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as ~~a commuted sum,~~ an agreement for a third party to maintain the route ~~instead~~, or if it is vital to the deliverability of a wider development scheme.

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

SOA numbers in brackets refer to the Statement of Action in the County Council's adopted Rights of Way Improvement Plan

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

Non-Motorised User Routes Adoption Policy Matrix **Public Path Order Applications and Proactive Cases under the Highways Act 1980 (except s118A and 119A), the Town and County Planning Act 1990, and other Acts as appropriate**					
Subject area	**Criteria**		**Maximum available score**	**Scheme**	**Notes**
	No.	**Item** **(SOA = Statement of Action in ROWIP)**			
Maintenance & Financial	1	Viability (cost of implementation) and Affordability (cost of ongoing maintenance) (PASS or FAIL only) see notes below	Pass or Fail		
Consultations	2	Pre-application consultations have been carried out with the prescribed bodies.	Pass or Fail		
Consultations	3	The existing route is available for use and any 'temporary' obstructions have been removed, in order to allow a comparison to be made. Any request for exemption will be decided by the Assistant Director Highways Maintenance as to whether or not that is appropriate.	Pass or Fail		
Consultations	4	No objections are received to the proposals during the statutory consultation period prior to making an order. However, the County Council will review this criterion in individual cases in light of objections and potential public benefit of the proposal. If the County Council consider the objection to be irrelevant, this will class as a pass.	Pass or Fail		
Width	5	A minimum width of 2m is provided for a diverted footpath, and a minimum width of 4m for a diverted bridleway. In exceptional cases, e.g. cross-field paths, the County Council may, taking into account all the available facts, require such a	Pass or Fail		

		width as it considers reasonable and appropriate.			
Equalities impact - Gaps & Gates	6	The proposed route would have no stiles or gates, or allows for access for people with mobility issues.	Pass or Fail		
Equalities impact	7	Significant negative impact on a class of user - Equalities Act	-2		
Equalities impact	8	Significant increase in accessibility - Equalities Act	2		
Maintenance & Financial	9	Proposal would enable financial savings for Authority, e.g. obviates need for new bridge, resolves long-standing maintenance problems	4		
Maintenance & Financial	10	The proposed alternative route or routes are not less convenient for maintenance than the original route(s).	2		
Use of Land	11	The effect the order would have on the land served by the existing path and the land across which the alternative path would run, or on the land across which the new path will run if a package involving a creation.	2		
Connectivity	12	The proposed alternative route or routes are substantially as convenient to the public as the original.	3		
Connectivity	13	User enjoyment	3		
Connectivity	14	There are no other reasonable or viable alternatives	2		
Connectivity & Enjoyment	15	A suitable alternative path is provided or is available for every path that is to be diverted or entirely stopped up, which maintains or improves the usefulness of the Rights of Way network	2		
Consultation	16	Support from local communities	3		
Biodiversity Duty	17	Significant negative impact on biodiversity	-2		
Promoted route	18	Route will be on a promoted way e.g. National Cycle Network, Ouse Valley Way	1		

Consolidation of data	19	Proposal would enable consolidation of records to provide accurate asset data and facilitate enhanced service delivery e.g. connectivity with other highways	1		
Determination of widths	20	Proposal will enable the definition and recording of path widths, particularly where there is currently no recorded width	3		
Limited time	21	Limited window of opportunity E.g. landowner goodwill or S106 Agreement	3		
Route at risk of development on urban fringe	22	Route is on fringe of a built-up area and therefore at risk from development, e.g. being used as an access way.	3		
		Total Score /30 (Pass mark 70% i.e. 21)	**30**		

Explanatory notes: A scheme must reach the threshold of 70% of maximum score in order to be adopted. However, schemes will still have to undergo their relevant legal process e.g. Public Path Orders through the formal consultation process, and may later be abandoned if it becomes clear that they will not meet the Council's Public Path Order Policy or the legal tests.

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

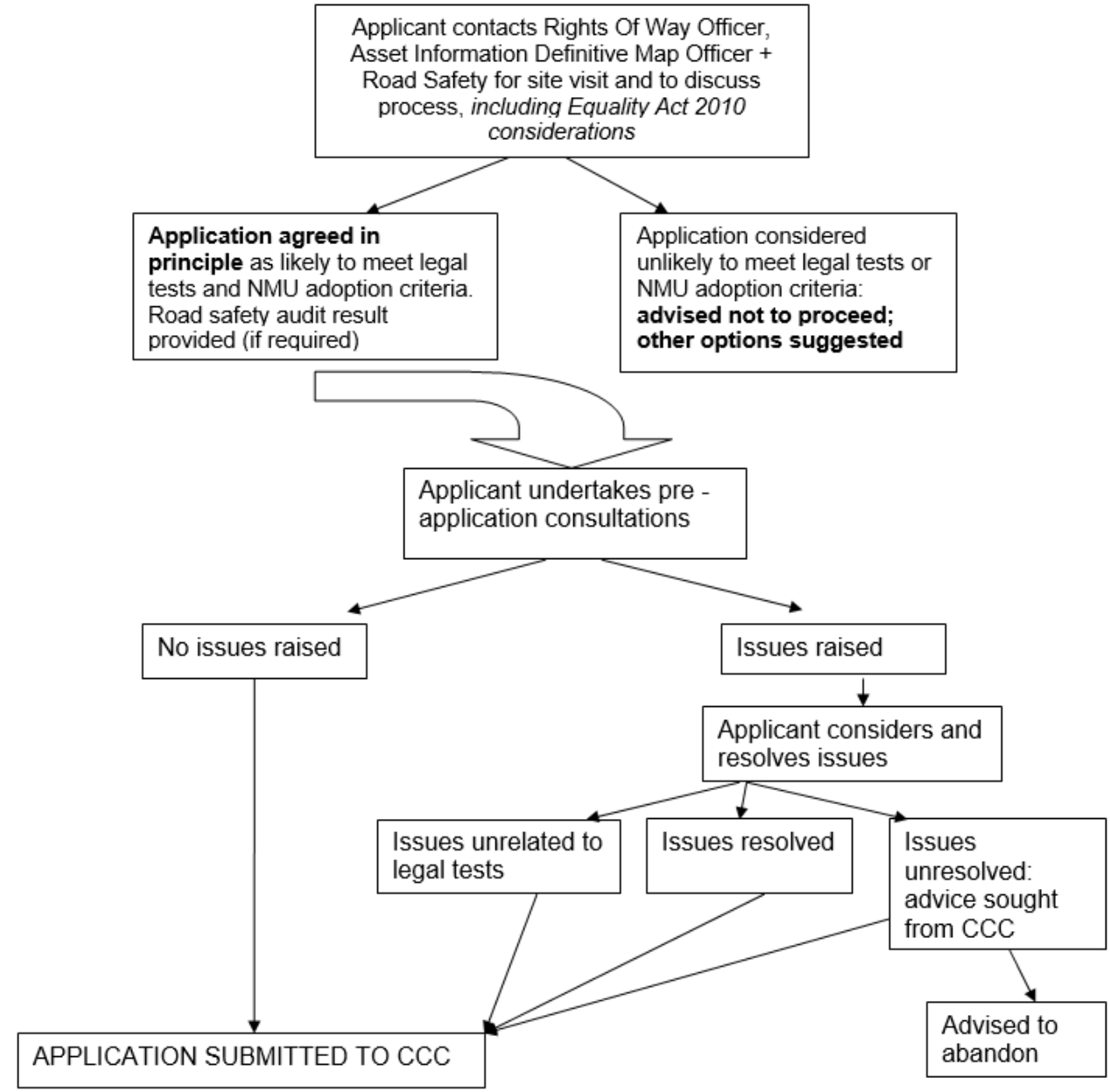
Criterion 1 Viability and Affordability:
Viability means the cost of delivering the scheme. Is this being funded, or will it need to be funded from existing CCC revenue? Funding must be evidenced in writing. If a scheme cannot be funded at no or limited cost to CCC, it will not pass.
Affordability means the cost of ongoing maintenance. If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as ~~a commuted sum,~~ an agreement for a third party to maintain the route ~~instead~~, or if it is vital to the deliverability of a wider development scheme.

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

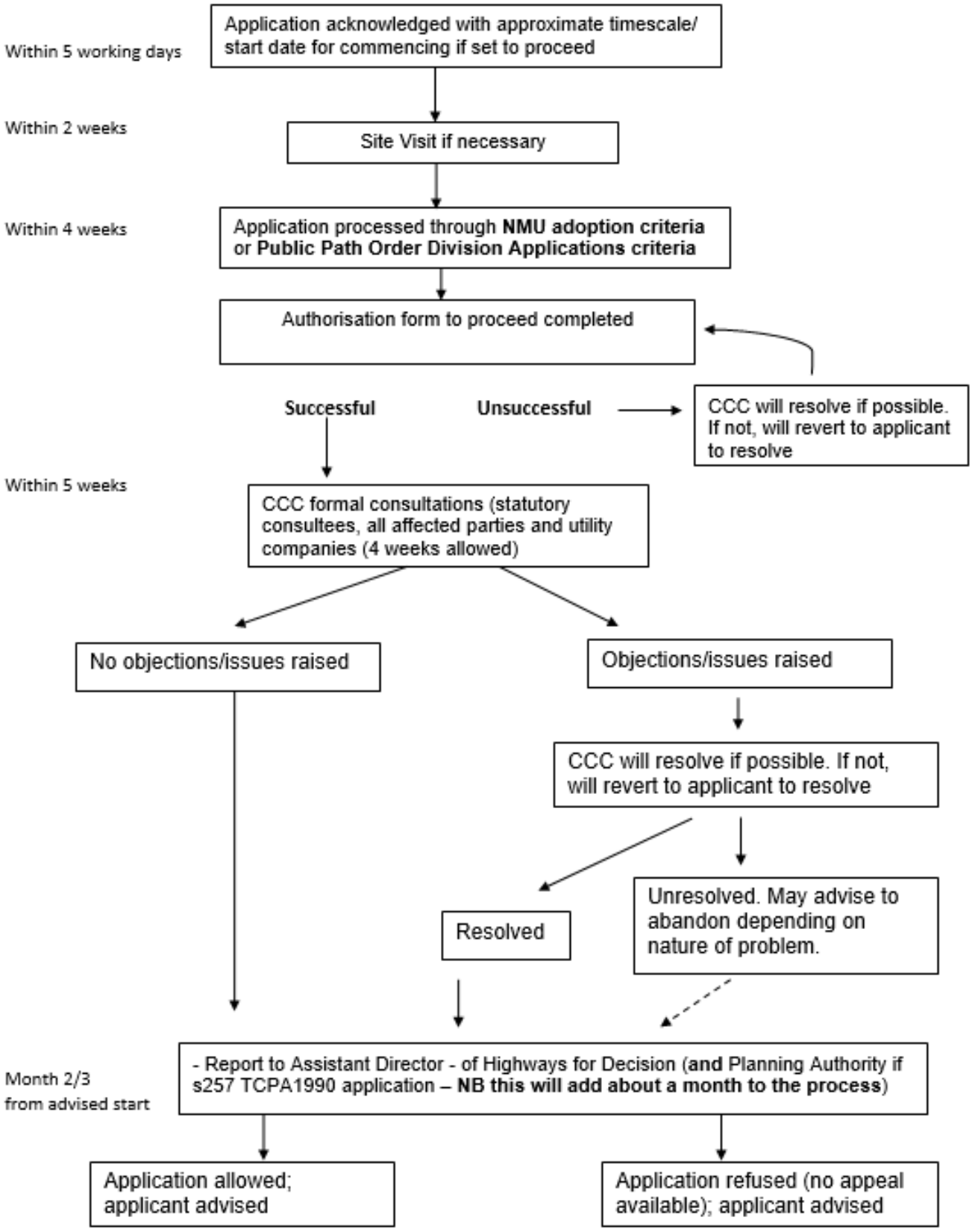
DOCUMENT E - Cambridgeshire County Council – for Applicants
Highways Act 1980 & Town & Country Planning Act 1990
Public Path Order Applications:
Flow chart of process

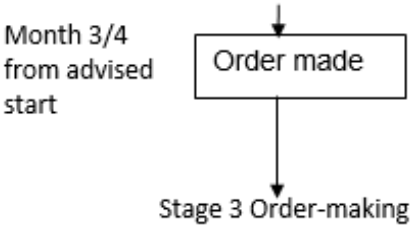
Please note that further guidance is available from NE112 - A guide to definitive maps and changes to public rights of way - 2008 Revision
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/414670/definitive-map-guide.pdf

Stage 1: Pre-application preparations

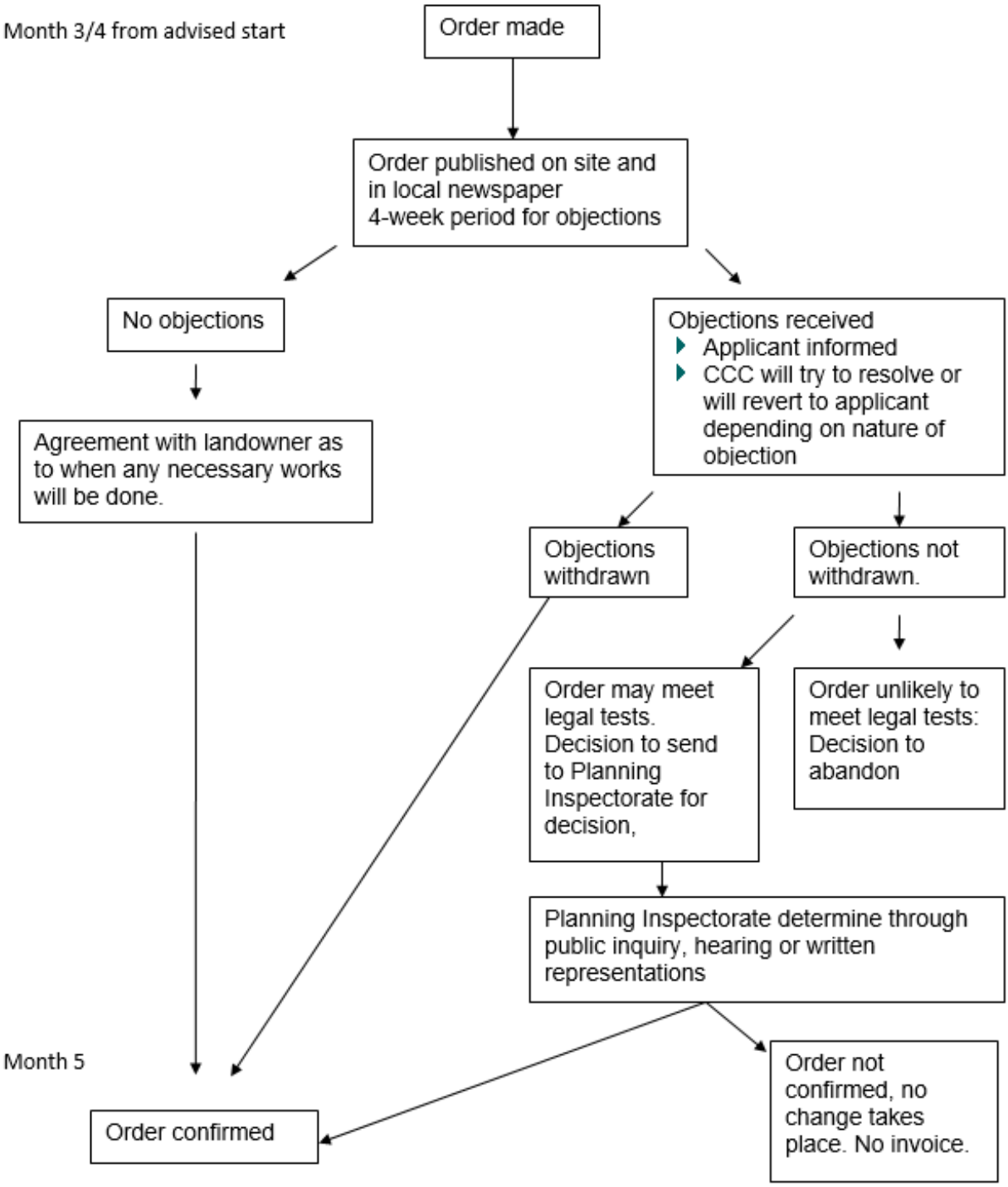


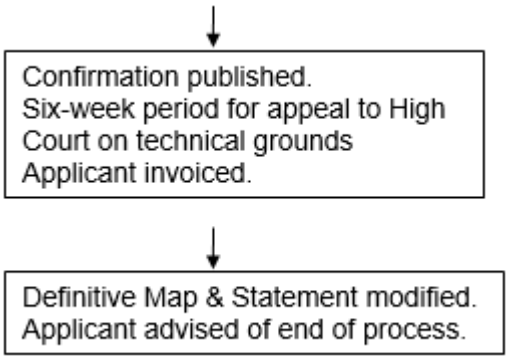
Stage 2: Formal Consideration, Consultations and Decision





Stage 3: Order-making




Confirmation published.
Six-week period for appeal to High Court on technical grounds
Applicant invoiced.
Definitive Map & Statement modified.
Applicant advised of end of process.

Appendix J - Definitive Map Modification Order Statement of Priority

DEFINITIVE MAP MODIFICATION ORDERS

STATEMENT OF PRIORITY FOR DEALING WITH APPLICATIONS AND PROACTIVE CASES TO MODIFY THE DEFINITIVE MAP AND STATEMENT UNDER SECTION 53 WILDLIFE AND COUNTRYSIDE ACT 1981

1. All applications made under Schedule 14 to the Wildlife and Countryside Act to modify the Definitive Map and Statement will be assessed upon receipt to verify whether they are 'duly made' in accordance with the requirements of Schedule 7 of the Wildlife & Countryside (Definitive Map & Statement) Regulations 1993 ('the Regulations').

2. Where evidence is discovered by the County Council as the Order Making Authority that the Definitive Map and/or Statement should be reviewed in accordance with its duty under section 53 Wildlife & Countryside Act 1981, the proposal will be added as a proactive case to the County Council's list of cases on the date on which it is approved in writing by the Asset Information Manager that the proposal should be taken forward for consideration.

3. Each application and proactive case will be scored using the scoring mechanism attached to this Statement of Prioritisation. The score will be approved by the Asset Information Manager. Any challenge to a score will be considered and decided by the Assistant Director Highways Maintenance.

4. Cases will be prioritised in the order from the highest score to the lowest.

5. Applications that are not compliant with paragraph 2 of Schedule 4 to the Regulations will be added to the Definitive Map Modification Register but will not be scored and will not be taken forward for investigation. If an application is becomes paragraph 2-compliant at a later date, it will then be scored at that time and taken forward for investigation in the order as described in point 4.

6. Should the circumstances of a case change that would alter the points originally awarded, then that case will be re-scored, which may result in an alteration in the case's position in the priority order in the case list.

Scoring template for Definitive Map Modification Order Applications and CCC Proactive Cases

Cases are listed in case number order, cases closed prior to scoring system being introduced are not listed

Note: Only those with an officer name have been fully scored (the application date calculates those points by default)

Paragraph 2 compliant is that it has been confirmed that the landowner has been notified of the application

Case number	
Parish	
Case name	
TOTAL Points	
Application date	
Para 2 compliant	
Scored by (officer)	
Date scored	

		AVAILABLE POINTS	SELECTION Mark with X	POINTS SCORED
Q1	**Is the route currently recorded on the Definitive Map and Statement?**	Points	Mark **ALL** that apply	Score
1.1	No	7		0
1.2	Yes – status correct but no recorded width	3		0
1.3	Yes – but **status** is potentially under-recorded	3		0
1.4	Yes – but **width** is potentially under-recorded	1		0
1.5	Yes - recorded but incorrectly i.e., anomaly	1		0
1.6	No - but the route is recorded as a public road on CCC's List of Streets from 26 April 2006	-7		0
	TOTAL			**0**

	Notes:			
Q2	**Is the route currently open and available for the rights which are claimed?**	Points	Mark **ONE** only	Score
2.1	Access is restricted or closed and is causing significant community severance and/or the issue is contentious locally	5		0
2.2	Access is unavailable or restricted but is not contentious	1		0
2.3	Yes – the public can freely use it at the moment for the full rights claimed	0		0
	TOTAL			**0**
	Notes:			
Q3	**Current level of use for the claimed rights relative to location**	Points	Mark **ONE** only	Score
3.1	High	5		0
3.2	Moderate	3		0
3.3	Low or No Use	0		0
	TOTAL			**0**
	Notes:			
Q4	**The route would lead to improvement in public safety (i.e., it takes users off the road)**	Points	Mark **ONE** only	Score
4.1	Greatly improves public safety	5		0
4.2	Moderately improves public safety	2		0
4.3	No, or low level, of improvement to public safety	1		0
4.4	The route would cause significant public safety issues	-1		0
	TOTAL			**0**
	Notes:			

Q5	Route creates a significant positive impact on the network	Points	Mark **ALL** that apply	Score
5.1	Would resolve an anomaly on the DM&S which is causing, or has potential to cause, a significant hardship to one or more landowners	5		0
5.2	Creates part of a missing link or is in an area where there are few or no Public Rights of Way	4		0
5.3	Would resolve an anomaly on the DM&S affecting users on the ground	3		0
5.4	Forms part of a circular route	3		0
5.5	Forms part of a published long distance route/and or promoted route	3		0
5.6	No positive impact on the network	0		0
	TOTAL			**0**
	Notes:			

Q6	Development	Points	Mark **ONE** only	Score
6.1	Detailed planning permission granted/building work underway and route that serves useful purpose would likely become obstructed	50		0
6.2	Outline planning permission granted and route that serves useful purpose would likely become obstructed	30		0
6.3	Route connects to or is affected by proposals for a major infrastructure project for which there is a specified timescale	30		0
6.4	Probability of future, or actual, application for planning permission or transport scheme where existing path on the Definitive Map & Statement has no recorded width, affecting viability of the scheme	25		0
6.5	Current undetermined application for planning permission and route that serves useful purpose would likely become obstructed	20		
6.6	Probability of future application (i.e. site identified on the local plan; transport scheme etc) and route serves a useful purpose	15		0
6.7	Probability of future application and route that serves useful purpose would likely become obstructed	10		0

6.8	Route located within settlement envelope as defined on district local plan (only if not already included within a local plan site)	5		0
6.9	Route likely to be affected by development or major infrastructure project but serves no useful purpose	0		0
6.10	Route not affected by development or major infrastructure project	0		0
	TOTAL			**0**
	Notes:			

Q7	**Equalities, Connectivity, Health and Well Being**	Points	Mark **ALL** that apply	Score
7.1	Route would provide a strategic active travel link for access to work, education centres, health facilities, shops and/or transport hubs etc.	20		0
7.2	Route would provide a supplementary active travel link which complements existing provision	5		0
7.3	Route would provide a new link to publicly accessible land or place of public resort (e.g. a public park, common land, town/village green, nature reserve, site of historic or cultural interest, etc.)	3		0
7.4	Route would have a significant positive impact on accessibility (Equality Act 2010)	3		0
7.5	The route would be more enjoyable than other routes nearby for users (e.g. due to it being particularly attractive rural route or a more direct link)	3		0
7.6	The route is in a ward identified as a place of rural isolation or poverty in the Cambridgeshire Index of Cambridgeshire Insight – Health and Wellbeing – Interactive Map	3		0
7.7	Route would have a significant negative impact on accessibility	-3		0
	TOTAL			**0**
	Notes:			

Q8	**Use of Route**			

	(score points for each applicable category unless the route is already recorded on the List of Streets from 26 April 2006, in which case no points should be awarded)	Points	Mark **ALL** that apply	Score
8.1	Route will benefit pedestrians	3		0
8.2	Route will benefit equestrians	3		0
8.3	Route will benefit cyclists	3		0
8.4	Route will benefit carriage drivers	3		0
8.5	Route will benefit ROW motorised users (4 x 4 and trail bikes)	1		0
	TOTAL			**0**
	Notes:			

Q9	**Biodiversity**	Points	Mark **ONE** only	Score
9.1	Route would enhance biodiversity	2		0
9.2	Route has no significant impact on biodiversity	0		0
9.3	Route would have a significant negative impact on biodiversity	-2		0
	TOTAL			**0**
	Notes:			

Q10	**Evidence**			
	This reflects the government's decision not to proceed with the extinguishment of rights based on historic documentary evidence on 1st January 2026.	Points	Mark **ALL** that apply	Score
10.1	Route is supported by historical documentary evidence	0		0
10.2	Route is supported by user evidence	10		0
	TOTAL			**0**
	Notes:			

Q11	Liability Risk to the Authority			
	Route is subject to a discrepancy on the Highway Records (Definitive Map and Statement and/or List of Streets) which is causing, or has the potential to cause, a significant risk to the Authority in terms of liability or resource implications	Points	Mark **ONE** only	Score
11.1	Route is subject to a discrepancy on the Highway Records (Definitive Map and Statement and/or List of Streets) which is causing, or has the potential to cause, a significant risk to the Authority in terms of liability or resource implications	50		0
11.2	Route is not subject to a known significant liability risk to the Authority	0		0
	TOTAL			**0**
	Notes:			

Q12	Whole years since application was applied for	Points	Whole Years	
12.1	Points per whole year	10	0	0
	TOTAL			**0**
	Notes:			

REPRIORITISATION

This section of the form is only to be filled in should any circumstances surrounding the route change following initial prioritisation of route (i.e., if planning permission is granted). Please write in notes section for the question(s) the original score(s) before adding new scoring in .

Q13	Has a Direction to Determine from the Secretary of State been given:	Points	Mark **ONE** only	Score
13.1	Yes	45		0
13.2	No	0		0
	TOTAL			**0**

	NOTES			
	Any other reason for change of prioritisation? - If so please write in			
		Reason		
		Original Points Total		
		Reprioritised Points Total		
		Officer name		
		Date		
	TOTAL OF SUB TOTALS			0
	Any Application not paragraph 2 complaint will be set to zero **POINTS** **TOTAL**			**0**

Appendix K - Public Path Order Statement of Priority

PUBLIC PATH ORDERS

STATEMENT OF PRIORITY FOR DEALING WITH APPLICATIONS AND PROACTIVE CASES TO DIVERT, CREATE OR EXTINGUISH PUBLIC RIGHTS OF WAY UNDER SECTIONS 25, 26, 116, 118 AND 119 OF THE HIGHWAYS ACT 1980; SECTION 257 OF THE TOWN AND COUNTRY PLANNING ACT 1990

All proposals seeking to divert, create or extinguish public rights of way will be dealt with in chronological order of receipt by the County Council unless any of the following circumstances apply. In the case of formal applications, 'receipt' means the date on which an application is received, and in the case of proactive cases, it is the date on which it is agreed with the Asset Information Team in writing that the proposal should be taken forward for consideration.

Prioritisation Criteria

a) The diversion application has been submitted to enable development to take place and as such must be completed within a specific timescale as part of the planning consent.
b) The route is permanently obstructed and the diversion application has been made as a result of enforcement action taken by the County Council.
c) Where demonstrable public or community benefit is evidenced by the application and the applicant is paying all costs to the County Council.
d) Where evidence is brought by a Member or a CCC service that such a proposal would have significant public, community or individual benefit.
e) Where a creation, diversion or extinguishment has been agreed as part of a package in mitigation for a development under a section 106 Agreement, further to a request made by the County Council.
f) Where there is a discrepancy on the Definitive Map and Statement that is causing, or has the potential to cause, a significant hardship to one or more landowners which would be resolved by the proposed order.
g) Where a proposed order or deed would result in a significant cost-benefit saving to the County Council in the management of the public rights of way network.

All applications and any proactive case that is brought to attention of officers will be scored through the NMU Routes Adoption Criteria Scoring matrix (Public Path Order cases), which will contribute to the officer recommendation as to whether or not the appropriate order or agreement should be made.

Any request for a case to be taken out of turn will be considered by the Assistant Director Highway Maintenance in liaison with the Definitive Map Manager.

For the avoidance of doubt, this Public Path Order Statement of Priority together with the Definitive Map Modification Order Statement of Priority replace the Definitive Map Statement of Priorities approved on the 15th June 2010.

Appendix L – Road Classification Policy

Road Classification Policy

Background

Road classification in Great Britain dates back to the 1920s and was originally used as a way of allocating grants for road maintenance and improvement. However, over the years it has developed into a way of ensuring that there is a logical, consistent road network across the country.

Excluding motorways, all UK roads fall into one of four classifications:

- A Roads – major roads providing large scale transport links within and between urban areas
- B Roads – roads intended to connect lesser areas and connect A roads to smaller roads on the network
- Classified Unnumbered – smaller roads intended to connect together unclassified roads (see below) with A and B roads, often linking a housing estate or village to the rest of the network. Although called “classified unnumbered” in statute, most local authorities refer to these as “C Roads” and have developed their own numbering system
- Unclassified – The remainder of the highway network, typically local roads carrying local traffic such as residential estate roads or minor rural roads serving small settlements or individual farms

These four classes of road form a hierarchy. Large volumes of traffic and traffic travelling longer distances should typically be using the higher classes of road, whilst smaller volumes of more local traffic should be using the lower classes of road. However, there is no fixed relationship between the various classes of road and traffic flows carried. In general, the higher classes of road will carry more traffic than the lower, but the situation will vary depending on the context. For example, a rural B road may well carry less traffic than a classified unnumbered road in urban areas. Similarly there is no minimum capacity or width associated with each class or level of maintenance (the latter being set by the maintenance hierarchy).

Hence, the classification of a road reflects its strategic importance in the local network, rather than the number of vehicles it carries or its width.

From April 2012, central government handed over greater responsibility to local highway authorities for the management of the roads classification system and the Primary Route Network (PRN). While authorities had previously done the majority of the work involved in reclassifying a road, they always needed to secure the agreement of the Department for Transport (DfT). Under the new approach, authorities are allowed to exercise this power without the need for central approval.

Under the new system, local highway authorities assumed new responsibilities, namely:

- the authority will manage all local classification and PRN decisions, ensuring that the network is adequately signed
- the authority must consult with neighbouring highway authorities (including Highways England) where relevant

- the authority must keep records and inform the National Street Gazetteer, Ordnance Survey and DfT of any changes
- the authority should be prepared to explain its decisions if challenged, in case of appeal

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

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

The Primary Road Network (PRN)

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

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

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

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

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

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

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

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

Roads Classification

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

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

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

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

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

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

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

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

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

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

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

<u>Decision Making</u>
Responsibility for managing the classification of roads is with the Asset Planning Team.

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

- the Traffic Manager’s Team
- the appropriate Project Manager in the case of new highway or traffic management proposals

- Affected local members

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

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

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

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

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

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

Appendix M - Vehicle Restraint Systems (Safety barriers)

Vehicle Restraint Systems (Safety barriers)

This Policy applies to all vehicle restraint systems. The term safety barrier is used as a generic term for all these assets, unless otherwise stated.

Safety barriers are an important element in maintaining the safety of the highway network for road users. Objects on or near to the road can present a significant hazard to the road user and there is a clear need to ensure that they are reasonably protected. Examples of such objects would be structures, large signs, lamp columns or where here is a large difference in level near to the road edge.

This policy details following aspects relating to safety barriers:

- Condition Assessments and Inspections
- Prioritisation of Investment

Condition Assessments and Inspections

There are two types of checks on safety barriers, planned inspections and reactive inspections.

Planned inspections include general highway safety inspections and specific inspections on elements of the safety barrier asset.

Highway Safety Inspectors carry out visual checks to make sure that highway assets are in a safe condition as part of their routine safety inspections. This includes a coarse visual assessment ensuring that safety barrier components are not obviously broken or damaged. These inspections are carried out at intervals determined by the maintenance hierarchy of the road as defined in the relevant section of this document.

Separate service inspections of vehicle restraint systems are also undertaken. These inspections require that tensioning bolts of steel tensioned safety fencing are checked and reset to the correct torque every 3 years. In addition steel and wire rope safety fences are inspected at intervals of 5 years in respect of mounting height and integrity.

Reactive inspections are carried out in response to enquiries and generate ad hoc and emergency works orders for repair.

Risk based prioritisation

In prioritisation of planned works to safety barriers, an assessment of the level of risk to road users is considered based on the following:

- The categorisation of the road within the maintenance hierarchy
- What the safety barrier is protecting / the road environment of the safety barrier
- The existing collision history of the road

Carrying out the right repairs at the right time in the life cycle of the safety barrier asset is a key objective. Each site is assessed using a risk based approach and a prioritised list of improvements is produced.

Other significant factors affecting Safety Barrier maintenance
Damage by third parties accounts for the majority of reactive repairs. Where practicable, efforts are made to recover all costs incurred in repairing sections of accident damaged fencing or barrier.

Inventory Data Collection
The inventory data for safety fencing and barriers is held within the Insight database.
The vehicle restraint systems in the County comprises of the following types:

- Un-tensioned single sided corrugated
- Single sided tensioned corrugated beam
- Double sided tensioned corrugated beam
- Double sided open boxed beam
- Single sided open box beam
- Flex-beam single sided
- Flex-beam double sided
- Wire Rope

Metal post are the predominant supports to the systems although timber posts are used in various locations.

Details of new installations will be added to the inventory.

Asset Strategy
The prioritisation of the renewal and replacement within the three year work programme will be developed using the criteria detailed previously and where appropriate nationally recognised standards.
Levels of Service

The following service standards relates to the County Council's aim to deliver a road network which is safe, reliable and is as fit for purpose as possible within current funding and resource constraints. These service standards represent a baseline.

- Safety Barriers will be maintained in a safe condition and in a manner appropriate to its use and location
- Redundant safety barriers will be removed aiming to reduce long term maintenance costs

Specification for Vehicle Restraint System condition inspection and updating inventory

Introduction
As part of its highway asset management approach, Cambridgeshire County Council (CCC) have implemented a continuous cycle of inspections to provide regular and accurate data to support a data driven prioritised forward programme of works. This will ensure that CCC maintains its assets to an acceptable standard providing their stakeholders with safe and serviceable infrastructure.

This specification details the process of undertaking inspections on the Vehicle Restraint Systems (VRS) within Cambridgeshire. VRS assets are a safety critical feature of the highway network. Their maintenance is driven by both reactive responses to damage caused by road traffic collisions, and by defects identified through regular inspections.

Symology's Insight Database

CCC use the Insight and Insight mobile system developed and supported by Symology to ensure all inspections are captured in a compatible format. The system is used to collect asset data from a range of different inspections. It is compatible with the Local Street Gazetteer, MapInfo (CCC's Geographical Information System), and is linked through to the works ordering and works management system.

Inspections are carried out using Insight mobile designed for operation on touch enabled tablet devices. Insight Mobile is designed to work without the requirement for an "always-on" connection with data being sent between the INSIGHT server and the tablet. The inspector can trigger an upload/download at any time resulting in all data being transferred instantaneously to the server, avoiding the need for further data manipulation.

Insight mobile is the only hardware/software acceptable to capture the required VRS inspection data. CCC will provide suitable mobile devises for the VRS inspectors. During the site inspections all data must be uploaded/downloaded back to the server at the end of each shift to ensure the latest data is available in real-time. This will allow for any high priority safety concerns to be addressed.

Inspection Frequency

An annual survey plan will be provided by Cambridgeshire County Council which documents where and when each section of VRS is to be inspected.

There are two types of inspection required relating to the VRS asset:

- 3 Yearly Re-tensioning Inspections - includes all tensioned VRS assets as single survey every 3 years (+/- 1 month). This inspection requires the tensioning bolts on steel VRS are checked and reset to the correct torque. The inspection will also check on the integrity of beams and mounting heights of the tensioned VRS.
- 5 Year Visual Condition Inspection Programme- includes all assets. Annual programme of inspections to cover all VRS assets over a 5 year period. No more than 5 year period between surveys on an individual asset (+/- 1 month)

Current Inventory

There is a total recorded length of 54km of VRS in the county of Cambridgeshire comprising of the following types;

- Un-tensioned single sided corrugated
- Single sided tensioned corrugated beam
- Double sided tensioned corrugated beam
- Double sided open boxed beam
- Single sided open box beam
- Flex-beam single sided
- Flex-beam double sided

Metal posts are the predominant supports to the systems although historically timber posts may been used. VRS that is associated with the motorway and trunk road network is deemed to be the responsibility of Highways England and are not to be included within Cambridgeshire's planned inspections.

The VRS inspectors must be familiar and competent in the assessment of all the above VRS systems as well as any other proprietary systems which may be found to be present on the network.

Milestone have assessed it's inspectors as being competent by considering the following experience and training, including carrying out but not limited to the below:

- Carried out Safety Inspections to ensure VRS asset is fit for purpose and not presenting a hazard.
- Carried out Detailed long stop inspections to identify individual defects for routine maintenance.
- Carried out Network wide reviews for both Highways England and Local Authorities to identify and develop schemes for renewal and long term maintenance.
- Carried out RRRAP assessments to determine if VRS asset is required, how long asset should run for and specification of appropriate containment class and working width parameters.
- Designed VRS schemes in accordance with TD19/06, DMRB and MCHW to ensure sufficient protection is provided as well as providing design reviews on schemes designed by others.
- Carried out risk assessments as to how poor or defective sections of VRS will impact road users and road workers.
- Instructed routine maintenance repairs to VRS asset including posts, beams and terminals in order to asset to be made safe and subsequently permanently repaired.

Specification Details for 5 Year Visual Condition Inspections

Prior to undertaking any inspections, the inspector is to identify any provisions required for Traffic Management (TM) within their programme. It is envisaged that the majority of the inspections will be carried out safely from the verge / footway and without the need for TM.

Where TM is required, the requirements of the Traffic Management Act 2004 and the New Roads & Street Works Act 1991 will be adhered to, with all TM complying with Chapter 8. Any traffic management required will be provided by Cambridgeshire County Council's term maintenance contractor.

The inspector shall ensure that a visual inspection is carried out to all components of the VRS from both the back and front of the beam. It is a known characteristic of VRS comprising of Open Box Beams to trap salt from the winter maintenance activity, leading to enhanced deterioration of corrosion from within.

The inspector will upload/download all data on a daily basis at the end of each shift. In addition, if the contractor finds any defects that represent a safety hazard and requires prompt attention (accident damage), then CCC will be informed immediately. A defect represents a safety hazard when there is a high likelihood of an incident causing personal injury and/or property damage as a result of it.

Should the inspector find any VRS assets on the network not included or identified within the existing survey, it should be reported directly to CCC on the same day. Where

practicable and safe to do so, the inspector should carry out a full inventory and condition survey of any newly identified asset whilst they are on site as Insight mobile allows the addition of new assets to be added.

The use of timber posts as part of any VRS (excluding cladding) is non-compliant with standards and therefore the inspector will inform CCC within 24 hours of any timber posts encountered.

The inspector shall satisfy himself that all the VRS visual inspections are carried out in a timely manner and to ensure compliance with the highways design standards that may have been applied at the time of the installation of the existing asset or were considered to be relevant for safety reasons. These will include:

- Design Manual for Roads and Bridges, Volume 2, Section 2, TD19/85. Safety Barriers and Fences
- Design Manual for Roads and Bridges, Volume 2, Section 2, Part 8, TA45/85. The Treatment of Gaps in Central Reserve Safety Fences.
- Manual of Contract Documents for Highway Works, Volume 3, Section 2, Safety Barrier General Arrangement Drawings
- BS 7669 Part 3

The inspector will be required to carry out stringent quality assurance checks on a minimum of 5% of all data collected. This will include both office and site based checks throughout the inspection programme to ensure the accuracy and consistency of the data is of the highest calibre. The inspector shall make all quality assurance reporting and documentation available to Cambridgeshire County Council to enable them to carry out an independent review.

Programming

The inspector shall prepare a programme of work and agree this with Cambridgeshire County Council. The programme must ensure that all sections of VRS are inspected within +/- 1 month of the 5 yearly frequency requirement.

The programme should be continuously monitored and an updated programme provided to CCC a minimum of every 2 weeks for the duration of the inspections. The programme as a minimum should include the following:

- Programme revision number and date
- LSG reference
- Road Name and Village
- Date Inspected
- Resources
- Durations

Data Capture and Management

The contractor will capture all data using the Insight Mobile tablets provided.
Data is stored spatially on the server with various attributes captured against it. Each run is plotted onto OS mapping backgrounds at the time of its initial capture. The tablets will automatically download a list of sections and previously plotted runs requiring inspection which the inspector must then visit and carry out the required visual inspection.

Any changes to alignment can be captured by editing the alignment of the plotted lines against the map background. This may occur where new junctions or network alterations have occurred.

A new run will exist each time an attribute changes (height, working width, setback measurement, beam and post type). Attributes can be checked and edited as required. New assets will need to be plotted/digitised and all relevant fields/attributes captured.

The following information is to be collected as a minimum for each section and run inspected:

Site information

1. Inspector's name
2. Date of inspection
3. Weather condition
4. Road number
5. Road name
6. Direction

General VRS information

7. Co-ordinates of start and end point *(automatically plotted when asset is digitised).*
8. Total length of run *(automatically calculated from line length when asset is digitised).*
9. Type of VRS (OBB / TCB / Flex)
10. Ground condition (Grass / Bits / Concrete)
11. Setback of VRS (measured to 0.1m as defined in TD 27/05 Section 4.11.13)
12. Working width (measured to 0.1m as defined in TD 19/06 Paragraph 1.49)
13. Record of all objects within working width (lighting, signage, trees)
14. Reason for VRS provision (Hazard/s or purpose)

Beam inspection

15. Height of beam measured every 100m or where noticeable change occurs
16. Single / double sided system
17. Length of beam segment (standard beam sizes - 1.6m, 2.4m, 3.2m)
18. Rear condition of beam (Red, Amber Green category)
19. Front condition of beam (Red, Amber Green category)

Post and connection inspection

20. Post type (wood, metal, socketed, surface mounted, standard driven, extra-long driven, brackets)
21. Post size (55x110, 150x150, 90x125)
22. Post spacing / pitch - every 100m or where change is noticeable
23. Post condition (Red, Amber Green category)
24. Bolt / connection condition

Terminal inspection

25. Approach terminal type (P1, P4, angled ramp, fishtails)
26. Approach terminal condition (Red, Amber Green category)

27. Departure terminal type (P1, P4, angled ramp, fishtails)
28. Departure terminal condition (Red, Amber Green category)

Red	Severe corrosion
Amber	Moderate corrosion
Green	None or mild corrosion

Overall condition RAG Rating

29. Overall condition rating (Red, amber or green)

Red	End of serviceable life
Amber	Defects evident but not yet effecting integrity of VRS
Green	No or minor defects, acceptable condition.

30. Additional asset comments (For example, missing nuts, bolts, spacers. Fabricated repairs, lap bolts, fishplates, accident damage, black/white painted sections, graffiti, vandalism, reflectors mounted on beams.)

Photographic records

Photographic records will be required from each site showing;

- General location of VRS
- Type of VRS
- Individual defects

As a minimum photographs shall

- Use flash where necessary
- Be in colour
- Be in a JPEG file format
- Be no less than 5 Mega Pixels in quality
- Have an accurate time and date stamp

Innovations / Efficiencies

Following the completion of each annual programme of surveys, a meeting is to be held to discuss the delivery of the inspection program, with the view to identifying and delivering efficiencies in future year's inspections. CCC are committed to an on-going cultural of review and change to continually stream line processes and procedures.

Appendix N - Traffic Signals Design and Operational Guidance

Traffic Signals Design and Operational Guidance

Purpose

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

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

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

General approach

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

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

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

Individual transport mode considerations

Pedestrians

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

Pedal cyclists

Wherever practical and possible cycle movements should be:

- segregated by space or time or both from motor vehicle movements
- made in a single movement across individual junction arms

Buses

Local registered service bus movements should be prioritised over general traffic movements through early detection on junction approaches. At sites where buses run on conflicting routes, priority should be given to which ever bus is experiencing the greatest delay in punctuality or whichever is carrying the greatest number of passengers

(implementation of this aspect will be dictated by the availability of technology to monitor timetabling and passenger levels in real time).

Other motor vehicles

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

Road safety

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

- determine the need for any changes in design or operation at existing signal sites
- inform the design process for new signal installations.
  Perceived safety concerns for vulnerable users (pedestrians and pedal cyclists) should also be taken into account.

Technology and Innovation

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

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

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

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

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

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

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

Application of guidance

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

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

Appendix O - Street Lighting Policy

Street Lighting Policy

Introduction

This policy outlines the basic principles and standards for street lighting and illuminated signage in Cambridgeshire.

The term “street lighting” encompasses lighting and all other items of illuminated street furniture provided on the public highway (whether or not adopted by the Council), except traffic signals and electrically operated vehicle information signs. The County Council is responsible for circa 53,500 streetlights, 3200 illuminated signs and 2400 illuminated bollards, on highways maintainable at public expense across the county.

Well designed and installed public lighting which is effectively maintained and operated contributes to:

- Improving safety
- Improving commerce
- Improving the night scene
- Making sustainable and non-motorised transport more attractive and friendly
- Reducing energy costs and consumption

Legislation

In accordance with the Highways Act 1980, there is not a statutory requirement for local authorities to provide public lighting. Councils do, however, have the power to provide lighting for any highway or proposed highway for which they are, or will be, the Highway Authority.

Under the Highways Act 1980, Health and Safety at Work Act 1974 and Electricity at Work Regulations 1989 the Council has a duty to maintain its assets in a safe condition.

The Council is required by law to provide specific traffic signs and bollards in accordance with the Traffic Signs and General Directions, some of which must illuminated.

Under the Highways Act 1980, Health and Safety at Work Act 1974 and Electricity at Work Regulations 1989, the Council has a duty to maintain these where provided. However the Council will remove illumination from signs and bollards where it is deemed appropriate following compliance and safety checks.

Well Managed Highways Code of Practice has also been reviewed, as part of this process.

Street Lighting Maintenance

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

a) Maintenance Requirements

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

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

b) Emergency Works

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

c) Fault Detection

Faulty lighting equipment will be identified by the following methods:

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

Environmental Impact

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

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

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

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

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

Attachments

Please refer to Appendix P: Street Lighting Attachments Policy

Light Sources

- PL-L – (Fluorescent lamp) Residential areas
- SON – (High Pressure Sodium lamp) Traffic routes
- CPO – CosmoPolis (Ceramic Metal Halide Lamp) - Residential areas/Traffic Routes

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

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

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

Lighting operating times and Dimming levels

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

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

Passively Safe Street Lighting Columns and Sign Posts for Illuminated Traffic Signs

- Based on the Institute of Lighting Professionals Technical Report 30 Passive Safety – Guidance on the implementation of passively safe lighting columns and sign posts a risk assessment approach should be adopted for all new street lighting installations or changes to existing street lighting installations to determine where passively safe equipment is required.
- Passively safe lighting columns and/or sign posts shall comply with all relevant standards, legislation, codes of practice and Industry good practice. In particular, but not limited to, BS EN 12767:2019 and BS EN 40.
- There will also be a requirement for a physical connection/disconnection device in relation to the specific energy absorption rating of the individual asset, which will disconnect the electrical supply if the column suffers an impact.

Maintenance Fault Repair Timescales

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

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

Emergency Fault - **1 hour response** (this covers anything which is a danger to the public) including:

- Street lighting column door off
- Street light Lantern Hanging
- Street lighting column Hit by a Vehicle / Column Knockdown
- Bollard (illuminated) knocked down (danger to public)
- Belisha Beacon (Zebra Crossing lights) Fault
- School crossing warning lights failures
  Smoke from unit

Urgent Faults - 24 Hour Response

- Section Out – 3 or more lights out of lighting in a row in a road/street
- Bollard (illuminated) knocked down / Vandalised
- Bollard (illuminated) missing
- Only one streetlight in road/street (unit out of lighting fault)
  After crime or serious concern to residents (unit out of lighting fault)

General Faults - 5 Working Day Response

- Street Light is out of lighting
- Street Light is dim
- Light is flashing or Flickering
- Street Lighting column is leaning
- Lantern needs to be replaced
- Street Lighting Column and Lantern need to be replaced (Cambridgeshire County Council owned electricity supply cable)
- Removal of offensive/non-offensive graffiti
  Sign plate damaged/Sign plate twisted

Faults which require joint working with the electricity Distribution Network Operator (UK Power Networks) - 30 Working Day Response, which include:

- Street Lighting Column and Lantern need to be replaced (UK Power Network owned electricity supply cable)
  Electricity supply cable faults (UK Power Network owned electricity supply cable)

Part Night Lighting

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

Developments and new lighting requirements

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

Future Strategy

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

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

Contact Details for Faults/Repairs and General Enquiries.
If you wish to report one of our street lights not working or have any other concerns about our streetlights, please go to Balfour Beatty's fault reporting web page at:
http://www.lightingcambridgeshire.com/contact-us/report-fault.htm

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

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

E-mail: enquiries@lightingcambridgeshire.com

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

Website: http://www.lightingcambridgeshire.com

Or Cambridgeshire County Council through our online feedback form on our website.

Appendix P - Street Lighting Attachments Policy

Street Lighting Attachments Policy

Scope

This document gives details of the procedures that shall be followed in relation to installing seasonal decorations (such as Christmas decorations, hanging baskets and banners) and other attachments such as but not limited to (CCTV cameras, WIFI equipment and public transport information) on Cambridgeshire County Council (CCC) street lighting columns. This policy also applies to the installation of catenary or suspension infrastructure across the public highway which is to be attached to street lighting columns.

The attachment of any equipment to CCC owned street lighting columns requires consent from the Council, as Highway Authority.

Where persons or organisations wish to install display items on or above the public highway, consent will be required from the Highway Authority in accordance with Section 178 of the Highways Act 1980.

Cambridgeshire County Council aspires to grant an application but as a responsible authority it has a duty of care to maintain safe passage for all users of the public highway and with this in mind CCC would request that this policy is read carefully. Therefore permission for attachments to be installed may not be able to be granted in all instances.

Background

A variety of attachments are installed on lighting columns throughout the county. Whilst these may not be owned or controlled by the Highway Authority, such attachments may cause an interference with use of the public highway and the Highway Authority has statutory powers to control their deployment.

Any additional structural load imposed on a lighting column, which includes catenary wires increases the risk of failure. As such all applications to make an attachment onto a lighting column need to be assessed individually to ensure that its safety and structural integrity is not compromised.

The Highway can include the carriageway, footway and any verge. The term “banner” may include “temporary advertising board or notice”. Attachments include:

- Illuminated and non-illuminated decorations erected for Christmas and other religious celebrations
- Illuminated and non-illuminated decorations erected for festivals and other celebrations
- Flower Decorations including fixed and hanging floral displays
- Illuminated and non-illuminated advertisements
- CCTV cameras
- Signs including those used for advertising as well as public information

- Public transport information
- WIFI equipment
- Litter bins
- Speed indication devices
- Variable message signs
- Any other temporary or permanent fixtures

General Terms and Conditions

This policy applies to the attachment of any equipment to CCC owned street lighting columns. (Please note the General Terms and Conditions apply to all attachments including suspension infrastructure (catenary decorations, or similar), and further conditions can be found in below)

The completed application form and associated paperwork should be submitted to CCC a minimum of 12 weeks prior to the proposed installation start date.

When an application to erect banners is submitted only the following will be considered:

- Advertisement is non-commercial unless covered by a separate formal agreement with Cambridgeshire County Council
- For a local charity or local community event
- Non-political
- Will not cause public offence
- Does not suggest bias on behalf of the council
- Does not distract drivers using the highway at complex junctions/ locations with high traffic accident rates
- Affect the integrity or reputation of the council etc.

Fees and Charges

Fees will be levied to commercial organisations only, fees are detailed in the P&E Non-Statutory Schedule of Fees and Charges, available on our website, and cover the authorisation administration, technical checking and updating of the records in the street lighting inventory management system. Please note if the attachment is installed for a fixed period i.e. seasonal decorations, then the street lighting inventory update fee would be charged twice, for installation and for removal.

BBLP reserve the right to apply the banners structure to any application with large attachments (above 0.3m2).

Requirements

Cambridgeshire County Council will confirm the License Application/Technical Checking/Inventory Update fees following the submission of the application. The following shall apply to all applications:

a Any licence shall only be granted to the individual or body acting as an operator. It cannot be transferred to any other person or body. No seasonal decorations or other attachments should be installed on or attached to any

CCC owned lighting columns without permission granted through the licensing procedure. CCC shall issue a formal licence indicating the conditions under which such apparatus may be erected.

b All licences for seasonal decorations and temporary attachments shall last for the period of the installation up to a maximum of 12 months. Licences issued for permanent attachments will be granted for a period of 5 years, with licenses for local authority attachments being automatically re-issued upon receipt of a new license application, however CCC will reserve the right to withdraw any licences granted. If a permanent attachment is replaced or altered at any time or if the actual lighting column is replaced a new licence will need to be submitted.

c The applicant is responsible for the management and maintenance of the attachment throughout the life of the installation. Any attachments will be subject to the time limit and other conditions specified within the licence and upon expiry of the licence the attachment must be removed. Cambridgeshire County Council should be informed as soon as temporary or permanent attachment is removed.

d Any person fixing or placing any apparatus on or above the public highway without the consent of the Highway Authority, or commits a breach of the following conditions, is open to possible prosecution, and the offending equipment, fixtures and fittings will most likely be removed forthwith, at the applicants expense.

e The applicant, and any successors in title, will indemnify CCC and its Service Providers or Councils contractor, as the Highway Authority, against any liability, loss, claim or proceeding whatsoever arising under the Statute, or Common Law, in respect of the placing, lighting, and maintaining of the equipment over the highway, or its removal there from. The minimum sum covered by the policy is to be £10 million for any one event.

f Any installation which overhangs the Highway, unless otherwise agreed to, shall (where vehicle access is permitted) have a minimum clearance of no less than 5.8 metres over the carriageway or footway and no less than 2.5 metres over the footway (where the apparatus shall not encroach within 450mm from the edge of the carriageway).

g No attachment shall hinder the normal maintenance of the highway structure concerned or use of the public highway. Should the installation be deemed unsafe, any part or all of the apparatus may be removed, without notice by CCC or the Council's contractor and any costs incurred in this process shall be charged to the applicant. Fixtures should not obstruct the unit identification number or street light access door.

h Unauthorised and non-approved attachments will be removed, without notice by CCC or the Council's contractor and any costs incurred in this process shall be charged to the perpetrator.

i Any damage caused to CCC equipment as a result of the applicants activities must be immediately reported to CCC. It is the intention of CCC to recover any costs from the applicant for rectification of the damage caused.

j CCC and its Service Providers or Councils contractor will not accept any responsibility for vandalism or accident damage to the applicant's installation.

The following shall apply to seasonal decorations (including banners and flower baskets) attached to lighting equipment:

a No banners, flags or catenary wires shall be erected between two or more lighting column, unless the columns have been specifically manufactured and designed for this purpose.
b All temporary fixings used to attach the decorative festive lights or flower baskets must be removed at the end of the licence period (Licence Period is for the length of the column life) and shall be designed and installed, not to damage the units coating.
c Power supplies to decorative fittings shall not be derived from adjacent buildings or structures.
d No installation shall be permitted where it may be in conflict with any adjacent traffic signal system.

Other permanent or temporary attachments

In general, street lighting columns can only accommodate a sign plate no greater than $0.3m^2$; older columns may not be able to accept such additional loading (please see further details in section 6). No advertising signs shall be attached to lighting columns except where recognised organisations have been granted permission by the Highways Authority. Unauthorised and non-approved advertising signs will be removed, without notice by CCC or the Council's contractor and any costs incurred in this process shall be charged to the perpetrator, in line with the Council's Enforcement Policy.

Electrical Terms and Conditions

All persons undertaking electrical work shall be competent and qualified to undertake the said works required, and using equipment to a standard, as required for permanent installations, even though the installation may be temporary. The minimum competency requirements are noted below:

- City & Guilds 2382 18th Edition Wiring Regulations
- G39 Level 1
- Electro technical Certification Scheme (ECS) Health and Safety Assessment
- NICEIC registration for Street Lighting

It is recommended that a contractor registered under the Highways Electrical Registration Scheme (HERS), which is a requirement of the National Highways Sector Scheme 8 (NHSS8), is appointed to carry out the work. Contractors registered will have obtained the appropriate competencies to carry out works on street lighting.

If it is proposed to mount appropriate external sockets on to lighting columns in order to install attachments, details of such shall be provided with the application.

A suitable time control mechanism, agreed with CCC, separate to the CCC street lighting timing mechanisms, shall be incorporated by the Contractor to provide control over the lighting hours of the decoration (and any other attachments if necessary).

Any tungsten festoon lamp holders used shall be vulcanised and moulded onto the outer sheath of the cable and shall preferably be suitable for Edison Screw lamps. No ‘pin prick’ type lamp holders are to be used, unless applied by a purpose designated machine that ensures proper connection and an Ingress Protection (IP) sealing to IP66.

Any decoration or attachment containing flashing red, yellow or green lamps shall not be erected within 10 metres of traffic signals, light controlled pedestrian crossings or zebra crossings.

Power supplies to decorative festive lights and any other attachments should not be derived from adjacent buildings, but from within the street lighting column acting as the support. Where unavoidable remote power supplies are used, both the attachment and any supply wiring, at regular intervals along the cable and at appropriate positions, must be labelled with the location of the isolation point.

Arrangements shall be made with a suitable energy supplier for payment of charges in relation to energy consumption. A copy of the written energy agreement, between the applicant and their energy supplier, shall be included with the application.

Each installation shall be tested to British Standard BS7671: 2018 and the electrical test certificates and test results passed to Cambridgeshire County Council on the day following installation.

Catenary decorations

The applicant shall supply a scale plan which clearly identifies the location of the proposed catenary decorations to be erected. The details and dimensions of the actual decorations being proposed will also need to be submitted for approval. Decorations/equipment outside the highway boundary but linked (e.g. an electrical connection) to those within the highway, shall be erected to the same standards, in all respects.

The applicant shall ensure all anchorage points, fixed to walls or other apparatus have been chosen to avoid damage to the wall/apparatus, and provide secure anchorage, and confirmation of permission shall be included from the property owners in the application.

A Structural Engineers report should be included in the application, confirming the structural adequacy of the proposed suspension infrastructure, including anchors/catenary wires.

For catenary wires and its associated equipment the applicant shall include current details of:

- Annual visual inspections by a Competent Person
- Structural testing results every 3 years, by a Competent Person
- Catenary wires replacement every 10 years, or earlier, dependent on condition or use

Application Procedure

For equipment being sited on highway furniture, CCC requires assurance that its structural integrity shall not be compromised. This assurance may need to come in the form of a structural survey for the proposed lighting column. Depending on the attachment type and lighting column a structural survey might be necessary, Cambridgeshire County Council will advise on this matter following the submission of an application. Should a structural survey be required, please contact CCC's Street Lighting partner, Balfour Beatty Living Places who will advise which company should be used to carry out this structural survey report to confirm the structural adequacy of a particular lighting column and individually access whether proposed attachments may compromise structural integrity.

The details of the proposed attachment, its position, height, and method of fixing shall be included in the application using the forms provided on the online application process.

The following documentation should be submitted (if appropriate):

a Application Form to be submitted a minimum of twelve weeks prior to installation.
b All technical information, dimensions and details of each installation, including the completed relevant information sheet.
c A completed checklist.
d Evidence of public liability insurance (min £10m)
e A location plan and the unit identification number(s)
f Copy of the energy agreement (UMSO agreement)
g Evidence of competency (all persons shall be G39/1 approved if entering a lighting column this includes any switching ceremony)
h A statement of conformity for the complete installation, in accordance with BS 7671 (Test certificates to follow upon installation)
i Installation of, and access to, seasonal decorations and attachments for maintenance and subsequent removal shall, be carried out from a suitable working platform operated by a competent person (No ladders)
j Details of arrangements for protection and segregation of the public, including plans/schedules showing signing and guarding, to Chapter 8 of the Traffic Signs Manual (NRSWA accredited)
k Complete risk assessment (from installation to removal)
l Installation method statement
m A structural survey report (please contact CCC to establish whether this will be required and which company should be used to carry out this structural survey report if required).
n Structural Engineers' report for proposed suspension infrastructure
o Scale plan for proposed suspension infrastructure
p Banner Details for wording and Graphics
q Detailed electrical details for supply source, circuit protection and inspection certificates (on the day following installation.)

Legislation, Regulations and Codes of Practice

In addition to this code of practice, the attachment, installation and removal of the seasonal decoration shall comply with:

- The current edition of the County Surveyor Society - County Surveyors Society Code of Practice for the Installation, Operation and Removal of Seasonal Decorations; and the ILP Laser, Festival and Entertainment Lighting Code.
- Institution of Lighting Professionals Guidance on Installation and Maintenance of Seasonal Decorations and Lighting Column Attachments. Professional Lighting Guide 06.
- The Management of Health and Safety at Work Regulations 1999.
- Health and Safety at Work Act 1974
- The Electricity at Work Regulations.
- BS7671: 2018 (18th Edition of the IEE Wiring Regulations).
- The Safety Code of Practice G39: Electrical Safety in the Planning, Installation, Commissioning and Maintenance of Public Lighting and Other Street Lighting.

Please provide this information to Cambridgeshire County Council, Street Lighting, by filling out the application form online:

Street.Lighting@cambridgeshire.gov.uk
Street Lighting
Cambridgeshire County Council
4 Rowles Way
Swavesey
Cambridgeshire
CB24 4UG

Fees and Charges per application, where they apply, are payable to Cambridgeshire County Council, the fee will be confirmed after the submission of the application.

Please note that some attachments/installations may require planning permission or authorisation from the County Councils Street Works Team (e-mail address: street.works@cambridgeshire.gov.uk). It is the responsibility of the applicant to ensure that they have all of the necessary consents.

Appendix Q - Highway Maintenance Revenue Budget Allocation

Highway Maintenance Revenue Budget Allocation

The relevant revenue budgets will be allocated to each of the local highway offices via a method that considers the lengths of carriageways and footways in each of the areas that are in the poorest condition and applies a 70:30 weighting between carriageways and footways. The resultant proportions allocated to each of the local highway offices are set out in the table below.

This will be based upon a 4 year survey period for both carriageway and footways.

The splits below have been derived from data collected as at 31 March 2021.

Combined weighted 70/30 condition for budget allocation	
Area	% of budget
East Cambridgeshire	19.0%
Fenland	21.0%
Huntingdonshire	24.1%
Cambridge	13.5%
South Cambridgeshire	22.4%

Appendix R - Highway Capital Maintenance Programme

Provided as a separate document

Appendix S – Highway Boundary Enquiries Statement of Prioritisation

HIGHWAY BOUNDARY ENQUIRIES

STATEMENT OF PRIORITY FOR PROCESSING APPLICATIONS FOR HIGHWAY BOUNDARY INFORMATION IN RELATION TO SECTIONS 36 HIGHWAYS ACT 1980

1. Section 36 of the Highways Act 1980 sets out the nature of highways maintainable at public expense and explains the bodies that are responsible for maintaining those highways. As the local highway authority, Cambridgeshire County Council is required by section 36(6) to keep an up-to-date list of the highways within its administrative area that are maintainable at public expense (commonly referred to as the 'List of Streets').

2. Whilst the List of Streets provides details of all highways that the Council considers it has a duty to maintain, section 36 does not mandate the recording of data relevant to the length and width of any specific highway. This information is instead ascertained by assessing various documentary sources of evidence to reach a determination.

3. The Asset Information Searches Team is responsible for responding to requests made to the Council for highway boundary or extent information. It maintains the Council's records relating to the extent of the road network, and investigates the relevant sources of evidence to determine the highway extent where requested. Details related to the length and width of Public Rights of Way are managed separately by the Definitive Map Team.

4. All requests for highway boundary or extent information will be processed in chronological order of receipt by the Asset Information Searches Team, unless any of the following circumstances apply.

    (i) Where the relevant Highway Maintenance Officer believes there is a question of public safety in relation to a feature that is alleged to be within the highway.
    (ii) Where there is reason to believe that the highway has been unlawfully obstructed and investigation is required to establish whether the obstruction is in the highway.
    (iii) Where the enquiry site is affected by proposed works within the highway and clarity is required in relation to the deliverability of the proposals, in association with statutory or service level timeframes, for example planning consultation deadlines.
    (iv) Where evidence is presented by a County Council Member or another County Council department or partner organisation that an investigation is required in order to assist the delivery of public services.
    (v) Where there is a discrepancy in the highway records that is causing, or has the potential to cause, a loss of access to the highway which may negatively impact the adjoining landowner or other stakeholder.

5. Prioritisation is approved by the Asset Information Searches Manager and may be reviewed by the Asset Information Manager. Determination of complex boundary investigations are made by the Assistant Director – Highways Maintenance.

6. Please note that where it is not possible to determine the highway extent or boundary location using the standard sources of information held by the Council, a more detailed investigation may be necessary. Applicants for information will be advised when this is the case, along with an expected timescale for delivery of an outcome.

7. Unless one of the criteria outlined at paragraph 4 is also met, the Asset Information Searches Team **will not** prioritise:
   (i) Boundary enquiries related to disputes between private parties.
   (ii) Requests to reconsider prior determinations on the highway extent where no additional relevant evidence has been provided.
   (iii) Requests for site visits. Site visits are not always necessary and are at the discretion of the investigating officer. Visits often require the presence of more than one officer and therefore can only be convened when operationally appropriate.
   (iv) Requests for highway boundary information that are related to the conveyance of land or property, or to the delivery of private works within the highway, where the request was not made in accordance with the service protocol outlined on the Council's 'Highway Searches' web page.

8. Any highway boundary investigations required as part of consultations on major schemes affecting the highway network will be prioritised according to the County Council's corporate objectives and the specific demands of the statutory timeframes and associated agreements related to the scheme in question.

Appendix T – Proposals to change the surface of a Public Right of Way - authorisation form

Guidance notes for promoters:

1. *This form is for all proposals that would result in a significant change to the physical surface and character of a public right of way, e.g. an unsurfaced route to a hardened metalled surface. It is not intended for day-to-day operational or capital maintenance PROW works.*
2. *The form should be completed by the **promoting person**, and authorisation from the Assistant Director Highways Maintenance **must** be received **before** committing to a planning application response or works for any internal or external project. If there is insufficient time to undertake this process within the timescale of a consultation, a holding response or objection should be made stating that this work is required to enable the County Council to provide its fully considered response.*
3. ***Stage 1:** All sections must be completed with an explanation supporting any proposed position, and supporting documentation should be provided as appendices, or as a link. Please expand each comment box as needed. If a section is not relevant please state 'N/A'.*
4. *Promoters are advised to review the Public Rights of Way Guidance for Planners and Developers which provides useful information about critical factors when considering a change to a public right of way.*
5. *The County Council's Rights of Way Officers (ROW Officers) are responsible for all unsealed surface PROW, and the Local Highway Officers are responsible for all PROW with a metalled surface. The appropriate officer must be consulted to advise on the implications of the proposal on all lawful users, including landowners; the County Council's maintenance liability; and other constraints such as practical management of conservation areas in conjunction with CCC's Ecology Officer. A proposal to change from a soft to a sealed surface should involve both the ROW and Local Highway Officers.*
6. *The Definitive Map & Statement is the legal record of public rights of way for Cambridgeshire and must be consulted to provide key information as to the legal status, width and maintainable status of a public right of way. See Section 2.*
7. *CCC Public Health must be consulted on all proposals. Other stakeholders must be consulted as appropriate – please follow the guidance within the form.*
8. *An Equality Impact Assessments (EqIA) screening is now required for all CCC projects and policies, and approval to proceed must be attached to this form. The promoter is expected to undertake this work. See links below. External applicants should attach evidence that an EqIA screeening has been undertaken and a copy of the outcome.*

   CCC Equality Impact Assessment Hub (sharepoint.com)
   Equality Impact Assessment - Dash (achieveservice.com)
9. *An Environmental Impact Assessment (EIA) may also be required. Note that whether an EIA is required is dependent upon environmental impact, not the size of the development. The proposer may need to seek specialist advice to help inform this decision. The Highway Authority reserves the right to require an EIA screening to be undertaken.*
10. *Once complete, the Authorisation request must first be submitted to the appropriate Area District Highways Manager to provide recommendations, as the ongoing management of any proposed changes will be the responsibility of the Highways Maintenance Service.*
11. ***Stage 2:** The form must then be submitted to the Asset Information Manager at highwaysassetmanagement@cambridgeshire.gov.uk for regulation to ensure that all necessary information has been provided to enable the Request to proceed to Stage 3. Assistant Director Highways Maintenance for determination to make an informed decision.*

12. ***Stage 3:*** *Asset Information will forward the Request and the attached information to the Cambridgeshire Local Access Forum to consult them on the proposal. 21 days will be allowed.*

13. ***Stage 4:*** *The Regulator will provide a copy of any response received to the promoter and will append it to the Request. Unless the promoter advises otherwise, the whole Request and associated documentation will be forwarded to the Assistant Director Highways Maintenance for consideration at the next Decision Meeting.*

14. ***Stage 5:*** *The scheme promoter completing the form will present the request to the ADHM at one of the monthly Asset Information/ROW Decision Meeting and be available to discuss and answer queries. Other officers may attend to provide service-specific information to help inform the ADHM's consideration of the proposal.*

STAGE 1 COLLATION OF INFORMATION

Name of person completing form: [Please insert]	**Role:** [Please insert]

Parish: [Please insert]	**Path no(s) and status:** [e.g. Public Bridleway No. 5]
Proposal summary: [Please provide brief description of proposal]	
Please attach a plan showing the PROW in question and its connectivity to the wider network. This should show: • All potentially affected landowners, including adjacent owners/tenants • Ownership of features such as boundary hedges • All other legal interests e.g. utility companies and other third party rights of access	

	Requirements	***Appendix Ref***	***Regulator comments***
1.	**BACKGROUND**		
1.1	Detailed summary of the proposed scheme, including the reason why a change of surface is being promoted. *This should include a summary of any related proposed development. Please provide a link to, or attach, any supporting documentation.* [Please insert]		
1.2	Please provide the planning application reference to which the scheme relates, if relevant. *Please note that planning permission does not legally authorise a change to a PROW – see section 7* CCC's Rights of Way Guidance for Planners and Developers. [please insert]		
1.3	Please provide a brief summary of any legal work that it is envisaged would be required to facilitate the scheme, if any (e.g. public path order for change to status, s278 Highways Act agreement for works). *This is likely to require advice from the Asset Information Definitive Map Team, ROW Officer and/or Highways Development Management.* [Please insert]		

1.4	The policy context (e.g. the LTCP; CCC's Rights of Way Improvement Plan; Defra Circular 1/09; NPPF para 98, the Cambridgeshire Health & Well-Being Strategy; and other policies as appropriate): [Please insert]		
2. EXISTING PATH DESCRIPTION This legal data should be obtained from the Asset Information Definitive Map Team via the service's online portal: Highway searches - Cambridgeshire County Council			
2.1	Existing legal status of path (e.g. Public Footpath, Public Bridleway, permissive footpath): [Please insert]	Appendix ref	
2.2	Proposed legal status path (including permissive status): [Please insert]		
2.3	Existing legal width of path: [Please insert]		
2.4	Existing legal maintainable status of path (i.e. is it maintainable at public expense or not?): [Please insert]		
2.5	Physical description of existing path (surface, surrounding features etc): [Please insert]		
3. CONSULTATIONS: The following stakeholders must be consulted and a summary of their comments provided by the person completing this form. A copy of the comments should be attached to the form as an appendix.			
3.1	**CCC Asset Information Definitive Map Officer** Required to advise proposer as to the legal status and extent (width) of the path, if known, and to provide comment on the proposal in terms of any legal work required. (*This includes proposals for permissive paths or licence agreements, as this affects the highway authority's ongoing public asset liability*): [Please insert a summary of comments]	Appendix ref	
3.2	**CCC ROW Officer** Required to advise on operational maintenance matters relating to the management of existing unsealed PROW including the surface, signage and barrier infrastructure. They advise on user needs; access matters such as interaction with landowner requirements and constraints such as SSSIs; and asset maintenance liability. *For bridge and step structures please see section 3.4.* [Please insert comments]		
3.2.1	Are there any existing barriers (gates, stiles, bollards etc)? [Please insert]	App ref	

3.2.2	Will any new barriers be needed? The *British Standard for Gaps, Gates and Stiles BS5709:2006* must be followed. [Please insert]		
3.2.3	Please state whether it is proposed for these barriers to be 'authorised' or recorded as legal 'limitations' on the Definitive Statement? [Please insert]		
3.3	**CCC Local Highway Officer** Required to advise on operational maintenance matters relating to the management of existing sealed surface PROW and associated infrastructure. [Please insert comments]		
3.4	**Structures** Bridges and steps are managed by the County Council's Structures Team. Consult Gareth.guest@cambridgeshire.gov.uk		
3.4.1	Are there any existing structures? [Please insert]		
3.4.2	Will any new structures be needed? [Please insert]		
3.4.3	Who will be responsible for the future maintenance liability? [Please insert]		
3.5	**Landowner(s) of subsoil comments and consent** This is required because the proposed works may require extending the depth of the highway beyond that which currently exists. Please list all landowners and state whether or not they consent to the proposal. Please attach a copy of the consents or comments as an appendix.		
3.6	**Third party access consent/comments** (other than direct landowners of the subsoil, e.g. owners or tenants of land accessed via the PROW) Please list all, detailing the nature of legal interest, and state whether or not they consent to the proposal. Please attach evidence of consents or comments as an appendix.		
3.7	**Parish/Town Council(s)** Please list all and state whether or not they consent to the proposal. Please attach a copy of the consents or comments as an appendix.		
3.8	**Highways Development Management and/or CCC Project Team** (if relevant) [Please insert any comments here]		
3.9	**Road Safety** If it is proposed to change the surface of a path that is likely to result in a change in the nature of use and/or to change the status of a path		

	egressing onto a road that will introduce different users the County Council's Road Safety advisors must be consulted to ensure that safety requirements will be met. Contact the team at: 01223 715549 or Accident.Investigation@cambridgeshire.gov.uk [Please insert comments here]		
3.10	**Ecology Officer** ecology@cambridgeshire.gov.uk Consider the conservation status of the route e.g. SSSI, protected species, County Wildlife Site, and the County Council's Biodiversity Duty and Biodiversity Net Gain obligations. [Please insert comments here]		
3.11	**Public Health** Demonstrate how you have considered public health outcomes using the following prompts.		
3.11.1	What is the current profile of users of the route? What is the purpose for which it is *predominantly* used? For example, is it predominantly used for leisure purposes, or for commuting, access to school etc? Please provide your evidence. [Please insert comments here]		
3.11.2	What is/are the target group(s)? Which users of the route do you intend to benefit the most from the change in path surface? [Please insert comments here]		
3.11.3	Consider any direct benefit to users' health and wellbeing. E.g. is the route currently used/or intended to be used by health and wellbeing groups, walking groups etc.? [Please insert comments here]		
Scheme promoter please email form to CCC Public Health to provide analysis of the demographic profile of the subject area and a consideration of the implications of your answers to questions 3.10.1-3. HealthinAllPolicies@cambridgeshire.gov.uk			
3.10.4	***Cambridgeshire County Council Public Health only*** Analysis of the demographic profile of the area where the change in surface of the route is proposed [CCC Public Health please insert comments here]		
3.11	**Other constraints** e.g. Drainage authority consents, Scheduled Ancient Monument ArchaeologyDC@cambridgeshire.gov.uk [Please insert comments here]		

3.12	**Other stakeholders as appropriate** Consider which other stakeholders it would be prudent to consult for the particular scheme in question, e.g. statutory or local user groups, local Members, Cycling Team [Please insert comments here]		
4. **SPECIFICATION**			
	Please provide a summary of:		
3.1	The proposed width of surfaced works: [please insert]		
3.2	The proposed location of the surfaced area within the wider extent of the legal width of the path: [please insert]		
3.3	The proposed materials to be used: [please insert]		
3.4	Proposed depth of surfacing work [please insert]		
3.5	Proposed underlying material [please insert]		
3.6	Proposed finish of surface [please insert]		
3.7	Provision for drainage through/across works [please insert]		
5. **Environmental Impact Assessment (EIA)**			
	Please detail whether an EIA is considered to be required or not and summarise the outcome.		
6. Equality Impact Assessment (EqIA)			
	Please provide the outcome of the EqIA for the project and attach a copy of CCC's approval or refusal to proceed		
7. **ANALYSIS**			
	Analysis of the proposal in light of the consultations and of the legal and policy context, including:		

	• The implications of any EqIA • The implications of any EIA • Conclusions as to the positive and negative implications for all lawful users, including private rights of access • Legal implications for consents required • The implications for the highway authority's future maintenance liability • Physical and mental health and well-being considerations for all existing users as well as additional users it is proposed to encourage [Please insert]		
8. **RECOMMENDATION**			
	[Please insert]		

Signature of person completing form:	**Date:**
[Please insert]	[Please insert]

CCC INTERNAL USE ONLY

DISTRICT HIGHWAY MANAGER RECOMMENDATIONS		
[Please insert]		
District Highway Manager	Signature:	Date:

STAGE 2 REGULATOR APPROVAL TO PROCEED TO STAGE 3 – Asset Information Manager
YES/NO [Please delete as appropriate and give any advisory comments necessary]

Asset Information Manager	Signature:	Date:

STAGE 3	**CAMBRIDGESHIRE LOCAL ACCESS FORUM CONSULTATION**		
1	Completed Authorisation Request sent to C LAF	Date	
2	Response received from C LAF	Date	
3	Copy sent to scheme promoter	Date	
4	Comments received?	Date	

STAGE 4	**REGULATOR APPROVAL TO PROCEED TO DECISION STAGE - Asset Information Manager**	
YES/NO [Please delete as appropriate and give any advisory comments necessary]		
Asset Information Manager	Signature:	Date:

STAGE 5	**DECISION - Assistant Director - Highways Maintenance**	
[Please insert decision with reasons]		
Change of surface authorised?	**YES / YES WITH MODIFICATIONS / NO** [please delete as appropriate]	
Assistant Director – Highways Maintenance	Signature:	Date:

CCC472179635 - Highway Operational Services - Weed killing Policy

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your name: Barry Wylie

Your job title: Asset Planning Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your phone: 07833556793

Your email: barry.wylie@cambridgeshire.gov.uk

Proposal being assessed: Highway Operational Services - Weed killing Policy

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes : The Highway Maintenance service currently has a Service Standard for its approach to the management of weed growth within the highway. The current policy within the Highway Operation Services states that the authority will apply weed killer within 'built up' village/town areas within 40mph limits or below only (excluding central islands) twice per annum. The key objective is to prevent weed growth where it is not desirable in the highway.

What is the proposal: The proposal is to amend the current policy from 2 blanket weed killer applications per annum, to a more risk based approach, as recommended in the highway maintenance Code of Practice. This will enable targeted weed killing to areas of concern to the user.

What information did you use to assess who would be affected by this proposal?: The nationally approved highway maintenance code of practice recommends taking a risk based approach to highway maintenance activities. All users of the footways would be affected by this policy amendment.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: No employee groups will be affected by this proposal. All users of the footways will be affected by this proposal.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: The existing policy approach is to apply weed killer a maximum of twice per annum. This new policy will allow for a targeted approach on a risk assessed basis, which has the ability to improve the safety and serviceability of footways for those affected by some protected characteristics.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Pregnancy and maternity

Research, data and /or statistical evidence: The Code of Practice for Highway Maintenance is nationally recognised. The CoP advocates a risk based approach to highway maintenance activities. The move from a blanket 2no per annum weed killer applications to a risk based approach adheres to the CoP and therefore reflects current best practice.

Consultation evidence: Whilst there has been no specific consultation on the risk based approach to dealing with weed killing in Cambridgeshire, the CoP was widely consulted upon prior to its adoption. Many other highway policies adopted by the County Council rely upon such an approach.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: By taking a risk assessed approach to weed killing, it is likely that there will be no impact to the majority of those with protected characteristics, however the following could benefit from a more targeted approach, rather than the current approach of two blanket treatments per year. Age, Disability, Pregnancy and maternity

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: There are no perceived negative impacts.

How will the process of change be managed?: The change will be implemented through the Highway Maintenance team, who have experience in both risk assessment of highway maintenance activities, and of delivering a highway weed killing service. There should be no need to involve those people who may be affected with protected characteristics, as the service will be delivered by the highways maintenance team.

How will the impacts during the change process be monitored and improvements made (where required)?: It is not anticipated that there will be any noticeable impacts to the change in policy/service. The new Policy will be monitored and reviewed and any lessons learnt considered accordingly.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
There are no perceived negative impacts	Age, Disability, Gender Reassignment, Pregnancy and maternity, Religion or belief (including no belief), Sexual orientation, Marriage and civil partnership, Race, Sex, Socio-economic inequalities	Low	There area no perceived negative impacts	Highway Maintenance Team	31/03/2024

Head of service: Jon Munslow

Head of service email: jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

CCC472218897 - Memorials and floral tributes on the highway

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your name: Barry Wylie

Your job title: Asset Planning Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Planning

Your phone: 07833556793

Your email: barry.wylie@cambridgeshire.gov.uk

Proposal being assessed: Memorials and floral tributes on the highway

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes : This Policy is amending an existing Policy which refers to how the highway authority will manage memorials and floral tributes placed upon the highway. It is increasingly common for families and friends to place memorials on the highway in memory of loved ones who have died in road traffic collisions, or other circumstances on the highway. The Council recognises and respects the wish of bereaved families and friends to mark these deaths in this way but has a legal duty to ensure that highways are safe and to make sure that public open spaces are kept free from debris.

What is the proposal: The significant changes within the amended policy are as detailed below, and are being implemented to ensure such matters continue to be managed with due regard to their sensitive nature.: In the current policy the following text exists, that has been removed from the new policy 'as part of the grieving process, any request from the police for traffic management support during any site visit for the purposes of placing a tribute will be treated sensitively and will be provided free of charge.' In the new policy, the period that floral tributes will be allowed to remain on the highway has been extended from 'generally not more than 30 days' to 'generally not more than 14 weeks There has been some additional and amended text, but this is for clarification and explanation/guidance and does not amend the existing policy. Any ban on the placing of roadside tributes following would be difficult to enforce and potentially insensitive. Therefore, it is proposed that these are dealt with in a sympathetic, understanding, and sensitive way, with each request considered based on the specific location and circumstances involved. The placing of floral tributes or memorials will therefore involve liaison between the bereaved family, the Police Family Liaison Officer and the Highway Maintenance Manager for the respective area.

What information did you use to assess who would be affected by this proposal?: This Policy amendment has been developed through liaison with CCC Road Safety Officers, the Police Family

Liaison Officer and the Road Victims Trust. This proposal will affect those families affected by the loss of loved ones who have died in road traffic collisions.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: All service users.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: There will be no affect to any people with protected characteristics.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Disability: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Gender reassignment:

The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Marriage and civil partnership: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Pregnancy and maternity: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Race: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Religion or belief (including no belief): The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Sex: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Sexual orientation: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Socio-economic inequalities: The proposed amendments do not materially affect the authorities management of roadside memorials or floral tributes. People with this protected characteristic will not be affected by the changes in this policy.

Head of service: Jon Munslow

Head of service email: Jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

CCC469282003 - Definitive Map Modification Order Applications Statement of Priorities

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Information

Your name: Camilla Rhodes

Your job title: Asset Information Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Information

Your phone: 07785485645

Your email: Camilla.Rhodes@cambridgeshire.gov.uk

Proposal being assessed: Definitive Map Modification Order Applications Statement of Priorities

Business plan proposal number:

Key service delivery objectives and outcomes : Asset Information has an existing Statement of Priority for Definitive Map Modification Order applications and orders that CCC promotes proactively ('the DMMO SoP'), which sits in the Highway Operational Standards at Appendix J. The Council has insufficient resources to process all applications and proactive cases that come in in chronological order within 12 months of being duly made, so the purpose of the DMMO SoP is to enable prioritisation of cases that meet the criteria. The criteria currently include paths at risk due to development and significant detrimental impact to landowners or communities that would be resolved by a DMMO.

What is the proposal: There are several reasons why the DMMO SoP needs to be reviewed: To take account of the government's u-turn on the 2026 cut-off date for making applications to register 'lost highways' based on documentary evidence only To deal with the huge number of lost highway applications received in 2021-2 To create a more equitable system so that older applications do not sit forever at the bottom of the list, and so that applications based on user evidence where witnesses are likely to die, resulting in the evidence being lost, receive higher priority. The new system will mean that the process of prioritisation is transparent for customers and makes it easier for officers to manage casework. The revised SoP will be included within the updated Highway Operational Standards, which will go to the H&T Committee in March 2023.

What information did you use to assess who would be affected by this proposal?: To address the revisions needed a scoring system using a broader list of priorities which will replace the criteria currently listed in the SoP has been developed. The new system has been thoroughly developed by officers in Asset Information in consultation with the ROW Officers. Advice was sought from Public Health and a new section overing Equalities, Connectivity, Health and Wellbeing included. The criteria include a factor for a route being a strategic active travel link, and another for whether a

route is in a ward identified as a place of rural isolation or poverty by Cambridgeshire Insight. Impact on biodiversity is another criterion. The Cambridgeshire Local Access Forum, which comprises representatives from all the non-motorised user groups, was consulted on it in March 2022 and changes have been made as a result of comments received. Officers have tested the scoring system against existing sample cases. It is likely that small tweaks may be necessary once it is in place, as it is difficult to envisage every possible scenario, but officers are content that it is fit for purpose and ready to go. Scores will be approved by the Asset Information Manager, and should a score be challenged, we are recommending that it goes to the AD for decision, as being the appropriate decision-making role in the Scheme of Authorisation. CCC has not received challenges on our prioritisation decisions to date. It is therefore considered that CCC is unlikely to receive many challenges, but this additional process is being proposed to ensure that CCC has a clear auditable process in place just in case.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: No particular employee groups will be affected. The policy will be applied by Asset Information, being the service that undertakes the relevant statutory function of processing DMMO applications and investigations. User groups that align to the rights carried by the different legal classes of public rights of way are affected. Local communities that would be served by a route that is the subject of a DMMO application of CCC proactive case would also be affected, as would landowners. Their needs have all been considered through the review, consultations and testing of the new system.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: Don't know

What is the significance of the impact on affected persons?: This is a (revised) policy that will help manage individual applications for DMMOs to register new, or amend existing, public rights of way. The criteria include consideration of impact on affected persons that will be assessed for each individual application, with points being awarded where the criterion is met. It will only be possible to identify those affected when assessing a new case and its particular geographic area. Therefore I am content that the revised policy is compliant.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: This characteristic should be positively impacted, because we are introducing a specific criterion recognising that applications that are based on user evidence should be prioritised. This is because such witnesses are often elderly, so it is important to interview them as quickly as possible

whilst they are still able to do so. If we do not then their evidence will be lost which could have a significant impact on the success of the application.

Disability: This characteristic should be positively impacted, because we are introducing a specific criterion that considers user safety and health and wellbeing, and links that create a significant positive impact on the PROW network such as filling in a missing link or creating a circular route that might make a route more accessible. There is also a criterion (6.4) that specifically considers whether the route concerned would have a positive impact on accessibility under the Equality Act.

Gender reassignment:

unaffected

Marriage and civil partnership: Unaffected

Pregnancy and maternity: Potentially positively impacted, because there are criteria that consider whether the application route is a path to local amenities or not.

Race: Unaffected.

Religion or belief (including no belief): Unaffected.

Sex: Unaffected.

Sexual orientation: Unaffected.

Socio-economic inequalities: Positively impacted, because the revised criteria include consideration as to whether a route would provide a strategic active travel link e./g. to work and education centres, health facilities and shops, and whether it is in an area identified as being a place of rural isolation or poverty.

Head of service: Jon Munslow

Head of service email: jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

CCC469824176 - Public Rights Of Way Change of Surface Authorisation process

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Information

Your name: Frances Louise Haggett

Your job title: Asset Information Manager

Directorate: Highways & Transport - Highways Maintenance

Service: Asset Management

Team: Asset Information

Your phone: 07771761493

Your email: Camilla.Rhodes@cambridgeshire.gov.uk

Proposal being assessed: Public Rights Of Way Change of Surface Authorisation process

Business plan proposal number: NA

Key service delivery objectives and outcomes : Asset Information works in collaboration with colleagues in Public Rights Of Way (PROW) Maintenance, Transport Strategy, Ecology, Highways Development Management and other services to comment upon planning applications and to provide advice to developers, colleagues and third parties seeking to deliver developments of all kinds, including transport schemes, that affect public rights of way in Cambridgeshire.

What is the proposal: Recent developments have involved changes to the surface of a number of PROW that have resulted in significant negative feedback from users entitled to use the public rights of way. The issues have highlighted the complexity of different processes leading to changes to surfaces being delivered, and an unintended lack of transparency and joined up decision-making across services. It is proposed to introduce a new process for any proposal that would result in a change to the surface of a PROW that will require formal authorisation by the Assistance Director Highways Maintenance. The reason for this is that the ongoing maintenance and management of all public rights of way, whether surfaced or not, is the responsibility of the Highways Maintenance Service. Any changes need to be compliant with the services standards in terms of choice of material and infrastructure, and the service is best placed to advise on the implications for ongoing management. Therefore it is appropriate that that service is able to authorise such changes. PROW are used for a variety of different reasons but can be basically split into 1) active travel and 2) leisure use. Both purposes can be undertaken to assist with physical and mental well-being. The intention of the new form is to make the decision-making process for a change of surface of a PROW transparent and consistent.

What information did you use to assess who would be affected by this proposal?: The new process is based on an existing form that has existed for a number of years to help the ROW Maintenance service manage changes arising from landowners, such as changes to farm tracks. The form has been

significantly developed in consultation with colleagues in Highways Maintenance, Transport Strategy, Ecology, and others. Officers have also considered the feedback received from complaints from user groups, Cambridgeshire Local Access Forum, local communities, and members involved in the cases that have brought the issue to officers' attention. The Assistant Director Highways Maintenance and Assistant Director Transport Strategy have been involved in the process and are supportive of it. It is intended that the proposed new process is included in the revised Highway Operational Standards, which will go to H&T Committee in March for consideration and approval.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: The proposed process, if approved, will apply county-wide to all planning applications, CCC and GCP transport schemes, and third party schemes affecting public rights of way. It will therefore affect all services involved in advising on and/or determining such applications and schemes. Key services affected will be: - Highways Maintenance (ROW Officers and Local Highway Officers) - Highways Development Management - Transport Strategy - Ecology Other services that may be affected are Historic Environment, Road Safety It is not intended to cover Nationally Significant Infrastructure Projects, which should undertake extensive consultation with all affected stakeholders and involve a public consultation process as part of the statutory requirements. It will also not affect day-to-day operational maintenance decisions for Rights of Way Officers or Local Highway Officers.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Don't know

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: Yes

Does the proposal relate to an area with known inequalities?: Yes

What is the significance of the impact on affected persons?: This policy would be applied county-wide because the PROW network extends county-wide, and so it would affect areas suffering from socio-economic inequality or other inequalities. The new form will require the scheme proposer to demonstrate that they have undertaken an EqIA for their scheme, that they have considered the implications, and how they have or intend to address the implications. The form will also require the scheme proposer to demonstrate that they have consulted key PROW user groups and the local parish or town council.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Pregnancy and maternity, Socio-economic inequalities

Research, data and /or statistical evidence: Changes of PROW surfaces have the potential to affect four protected characteristics: - Age - Disability - Pregnancy/maternity - Socio-economic inequalities The form requires the scheme promoter to provide details of the existing path character and width, and the proposed changes, and rational. Amongst other actions, they are required to consult with

statutory user groups of rights of way, Cambridgeshire Local Access Forum (the statutory body set up to advise the county council on rights of way and public access matters), the parish or town council, road safety, and the Rights of Way Officer or Local Highway Officer (who will have detailed understanding of the historic use of the route and any issues). They are also required to undertake a scheme-specific Equality Impact Assessment, which is to be appended to the Request for Authorisation. The scheme promoter is required to provide an analysis of all the supporting evidence submitted, stating the implications of any EqIA and including an analysis of the physical and mental health and well-being considerations for existing and proposed additional users. This should enable the decision-maker, the Assistant Director Highways Maintenance, to make an informed decision as to whether he will authorise the proposed change of surface or not.

Consultation evidence: Colleagues in Transport Assessment, Highways Development Management, Ecology, Road Safety, Highways Maintenance and Public Health have all been consulted as part of the data-gathering exercise from June to December 2022. Feedback from PROW user groups regarding experience with schemes recently delivered has been taken into account. The Assistant Director Transport Strategy and Assistant Director Highways Maintenance have been involved in the development of the new procedure and have given it their approval.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: The new procedure will ensure that there is a documented, transparent decision-making process for any Cambridgeshire County Council or externally promoted scheme that seeks to change the surface of a public right of way. This should address the relevant criticism received from some members, local communities and user groups. It will also assist colleagues in the different specialisms involved in planning applications and transport schemes by providing a clear list of all the issues that need to be considered when thinking about changing the surface of a PROW. The new procedure will be cross-referenced in the Highways Development Management Guidance and in the Transport Assessment Guidance to provide clear, consistent guidance to developers. This should mitigate the current problem whereby developers do not consider the implications of using a PROW to deliver certain elements of a scheme, only to find that there are constraints or conflicts that affect the viability of the scheme. Above all, the procedure will ensure that a holistic assessment of the implications of changing the surface of a route is undertaken, enabling a fully informed decision that will then enable officers to make clear, appropriate and consistent recommendations for planning applications and transport schemes. This will give greater certainty as to the viability of schemes, benefiting developers, planners and scheme promoters. Arguments over existing cases have resulted in significant officer time being spent trying to resolve the conflict, so the new procedure should also assist colleagues in managing their resources more effectively.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: Some stakeholders may not be content with the outcome of a decision. However, the situation will be much better than before because there will have been a robust, transparent and documented process leading to the decision where previously there was not. Developers and transport scheme promoters may be frustrated, because they will be asked to undertake a significant additional procedure before their scheme can proceed. However, it is hoped that they will appreciate that this work should be done at an early stage anyway in order to avoid problems arising later. it should enable more consistent, connected decision-making across the county council, GCP and planning authorities.

How will the process of change be managed?: A communications plan has been agreed as follows: Liaise with DC LPAs explaining our proposed new process. Seek their comments/ideas to help ensure the planning process is as smooth as possible. Update Transport Assessment, Highways Development Management and Definitive Map planning guidance with a link to new form, both of which should be available on our webpages. This will enable consistent signposting to a single form and the specific guidance that is attached to it. One Briefing note to serve all for consistent messaging to the following: Relevant ADs – Mike Williams and David Allatt, to be cascaded to those who manage projects and development; GCP Combined Authority who promote transport schemes

A standard informative for Highways Development Management, Transport Assessment and CCC Asset Information to brief developers they are in regular contact with Ask Comms if it is worthwhile doing any comms 4. Key PROW user groups and the Cambridgeshire LAF have already been advised that this new procedure is being developed to help address the concerns they have raised. These groups will be advised as and when the procedure is approved by the County Council's Highways & Transport Committee (proposed for March 2023 agenda). 5. As the new procedure is going through HT Committee members will have the opportunity to become aware of the proposed change. As Cllr Shailer is the NMU rep this will enable him to help spread the message about the new procedure and direct any queries back to the appropriate service. The Vice Chair of Highways & Transport Committee, Cllr Neil Shailer, who is also the NMU representative for the council, has been consulted and is supportive. Service planning guidance will be updated

How will the impacts during the change process be monitored and improvements made (where required)?: The implementation of the new procedure will be monitored by the Asset Information Manager, Asset Information Definitive Map Manager, Highways Maintenance Manager and Assistant Director Highways Maintenance. It is likely, and accepted, that the procedure will need to be amended from time to time to address issues that can only be discovered once it is applied to a range of real cases. Therefore, if it is discovered that groups with protected characteristics/experiencing socio-economic inequalities are being affected the officers will assess the feedback and propose appropriate amendments.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
No immediate actions needed - the purpose of the new procedure is to ensure that developers and transport scheme promoters do the work to undertake a scheme-specific EqIA, assess the implications and propose appropriate measures. the AD Highways Maintenance will then take that information into account when making an overall decision as to whether he should authorise the change to the surface of a public right of way. Previously there was no consistent or transparent decision-	Age, Disability, Pregnancy and maternity, Socio-economic inequalities	Low	No immediate actions - please see above. The implementation of the new procedure will be monitored by the Asset Information Manager, Asset Information Definitive Map Manager, Highways Maintenance Manager and Assistant Director Highways Maintenance. It is likely, and accepted, that the procedure will need to be amended from time to time to address issues that can only be discovered once it is applied to a range of real cases. Therefore, if it is discovered that groups with protected characteristics/experiencing socio-economic inequalities are being affected the officers will assess the feedback and propose appropriate amendments.	the Asset Information Manager, Asset Information Definitive Map Manager, Highways Maintenance Manager and Assistant Director Highways Maintenance	25/09/2023

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
making process. It should help ensure that inappropriate changes to PROW that will adversely affect users of the PROW, which may include those with the protected characteristics identified, do not occur. The introduction of the procedure is therefore a considerable improvement that should overall significantly benefit those with protected characteristics/in areas of socio-economic inequalities.					

Head of service: Jon Munslow

Head of service email: jon.munslow@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Highways Maintenance Capital Programme

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director for Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2023/030
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 2023-2025 (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; and d) To note the indicative highway maintenance capital programme for the following 3 to 5 years 2025-2028 (Appendix Two)

Officer contact:
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Post: Highways Asset Manager
Email: mike.atkins@cambridgeshire.gov.uk
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Member contacts:
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1. Background

1.1 This report seeks the committee's approval for the highway maintenance capital programme for the next 2 years (2023/24 and 2024/25). This is provided as Appendix One to this report.

1.2 The following 3 to 5 year programmes (2025/26 - 2027/28) for various asset groups are set out in Appendix Two, providing improved forward planning of Highway capital programme delivery. This is an indicative list of those works we have identified as being a priority based upon our latest 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.

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 councillors and 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 its base capital funding from DfT for highways maintenance via two funding streams. The Highways Maintenance Block amount is calculated via a national formula. The Incentive Fund amount is dependent on a yearly self-assessment of our Highways Asset Management Approach. Cambridgeshire County Council is in the highest funding band, Band 3. This is expected to provide £2,082,000 of DfT funding for Highways Maintenance.

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.

Soil Affected Roads

2.10 The Council is responsible for a significant number of roads that are founded on peat type soil. Around 1660km or 38% or our road network are on this type of soil. This soil type is susceptible to seasonal expansion and contraction. This extreme and sometimes rapid movement of the underlying soil causes the roads to distort and crack. The maintenance of these roads represents a significant challenge for the authority, both in terms of keeping the roads safe and managing their overall deterioration.

2.11 Work is underway to quantify the network level of risk and to develop management plans to support user safety whilst effective long-term solutions are sought. The scale of the problem requires expenditure beyond the scope of existing highways budgets and the monies provided by Central Government. Officers' early assessment of the likely costs suggests the cost to improve the condition of the c120 affected roads could be as high as £300million. Officers expect to have an initial report in April.

2.12 CCC Officers are leading a regional consortium of Suffolk, Peterborough and Norfolk in discussions with Department for Transport to seek support for innovative solutions and additional funding to enable these roads to be effectively managed and maintained into the

future.
Discussions are at an early stage. H&T Committee will be kept informed of progress.

2.13 Officers are managing the safety of road users whilst funding and engineering solutions are sought. The main routes affected are being inspected more frequently, including (but not restricted to) Sixteen Foot Bank, Forty Foot Bank and Chain Causeway. Localised safety maintenance, including patching and crack repairs, is being undertaken to help keep routes safe. In some cases, temporary traffic signals and speed restrictions have been installed to keep affected roads safe.

2.14 Work continues, seeking novel engineering and funding solutions to this significant challenge facing the service. Officers will be seeking industry wide views over the next few months.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The asset management approach to highway maintenance is the basis for the formulation of these programmes of work. This approach is predicated upon preventative maintenance treatments being applied to highways at the appropriate points in their lifecycles. Such preventative maintenance minimises the need for deeper, more expensive treatments to be applied at later dates.
- It is these deeper treatments that are the most environmentally harmful since they require greater use of materials (including virgin aggregates) and associated transport. These carbon emissions are exacerbated by road users having to travel further via diversion routes and having to wait at traffic control, such as traffic signals.
- Given the above, the over-arching principles that inform these programmes of work are a key factor in minimising the environmental effects and carbon footprint of the highways maintenance service.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

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

- 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

3.4 Children and Young People

There are no significant implications for this priority

3.5 Transport

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

- A properly maintained highway network is a key enabler for the transport of goods and passengers across the county and beyond.

- The programmes of work associated with this report are instrumental in facilitating all relevant modes of travel on the county's highways, with due regard to the prioritisation of active travel.

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 2023-25 is built on the basis of the 2022/23 grant levels (the Business Plan assumes the same level of grant for 2023/24 and onwards as the 2023/24 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 2022/23 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

These programmes have been developed in accordance with the asset management approach as set out in the Highway Operational Standards (HOS). Key changes to the HOS are subject to Equality Impact Assessments.
The HOS sets out that highway repairs and treatments may be prioritised where those with protected characteristics might be adversely impacted.
These programmes of work contribute to the provision of an inclusive highway network.

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

When identifying and prioritising schemes, information from a variety of sources is used. Whilst objective condition data is the primary arbiter, reports from members and communities are actively considered during the program development process. This local involvement is augmented by reports from users of the highway and reports of highways defects made via the online system.

4.7 Public Health Implications

The programmes of capital schemes will help ensure that all classes of highways are maintained, including facilities for active travel, such as footways, cycle routes and Rights of Way.
A well-maintained highway network is a key contributor to access to health and care facilities.
The provision of a safe, well-maintained network of highway will help reduce accidents and hence will contribute to reducing demand upon health and care services.

4.8 Climate Change and Environment 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:
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 Status:
There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:
Positive/**neutral**/negative Status:
There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status:
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 Status:
A well-maintained highway network, that is able to remain available during extreme weather conditions, is an essential contributor to the resilience of the services provided by the Council and other agencies. The highway network is the key conduit for the many of our front-line services to reach communities. These programmes of work contribute to the provision of such a safe, serviceable network of highways.

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 and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes
Name of Officer: Jon Munslow

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: Iain Green

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

5. Source documents guidance

5.1 Source documents

None

Appendix 1

Capital Highway Maintenance Programme 2023/24 to 2024/25

V1.0

Place and Sustainability Works Programme Summary

Operating the Network		2023/24	2024/25	2025 - 2028
Carriageway & Footway Maintenance including Cycle routes	Cambridge	£ 1,695,000	£ 1,299,500	£ 1,893,000
	East	£ 696,407	£ 1,678,093	£ 3,518,000
	Fenland	£ 1,495,000	£ 1,244,683	£ 4,049,500
	Huntingdonshire	£ 1,507,000	£ 1,561,000	£ 3,671,000
	South	£ 2,180,406	£ 1,681,000	£ 3,636,000
	Countywide	£ 14,278,938	£ 11,707,475	£ 35,122,426
		£ 21,852,751	**£ 19,171,751**	**£ 51,889,926**
Rights of Way	East	£ 42,725	£ 42,725	£ 128,176
	Fenland	£ 35,022	£ 35,022	£ 105,066
	Huntingdonshire	£ 39,699	£ 39,699	£ 119,099
	South	£ 41,247	£ 41,247	£ 123,741
	Countywide	£ 76,306	£ 76,306	£ 228,919
		£ 235,000	**£ 235,000**	**£ 705,000**
Bridge Strengthening	Cambridge	£ 438,400	£ 383,600	tbc
	East	£ 274,000	£ -	tbc
	Fenland	£ 109,600	£ 110,000	tbc
	Huntingdonshire	£ 328,800	£ 55,000	tbc
	South	£ -	£ 219,200	tbc
	Countywide	£ 1,035,854	£ 1,369,901	£ 6,413,103
		£ 2,186,654	**£ 2,137,701**	**£ 6,413,103**
Traffic Signal Replacement	Cambridge	£ 212,265	£ 595,015	£ 391,145
	East	£ 38,361	£ -	£ -
	Fenland	£ 57,542	£ -	£ 162,042
	Huntingdonshire	£ -	£ 56,831	£ -
	South	£ -	£ 30,999	£ -
	Countywide	£ 416,737	£ 25,831	£ 1,572,841
		£ 724,905	**£ 708,676**	**£ 2,126,028**
Smarter Travel Management - Integrated Highways Management Centre	Countywide	£ 170,565	£ 166,747	£ 500,241
		£ 170,565	**£ 166,747**	**£ 500,241**
Smarter Travel Management - Real Time Bus Information	Countywide	£ 118,000	£ 118,000	£ 354,000
		£ 118,000	**£ 118,000**	**£ 354,000**
Total Operating the Network		**£ 25,287,875**	**£ 22,537,875**	**£ 61,988,298**

Highways Funding		2023/24	2024/25	2025 - 2028
Highway Maintennace block funding (needs & incentive) *(included above)*		£ 13,111,000	£ 10,711,000	£ 32,133,000
DfT Pothole Action Fund *(included above)*		£ 8,178,125	£ 7,828,125	£ 24,984,375
Prudential borrowing (provisional) *(included above)*		£ 4,000,000	£ 4,000,000	£ 6,800,000
	Total Funding	£ 25,289,125	£ 22,539,125	£ 63,917,375

Cambridge City Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Josh Rutherford						
Various	Cambridge	Various City centre footways	Various	Footway repairs	£ 120,000	£ 120,000
Unc	Cambridge	Peveral Road estate	Estate area	Footway resurfacing	£ 500,000	£ -
C290	Cambridge	Magdelane Street	Bridge deck pedestrian area and approach	Specialist footway surfacing/slabs	£ 30,000	£ -
C201	Cambridge	Maris/Church/Grantchester Road	Footways through to Church	Footway resurfacing	£ 175,000	£ -
C286	Cambridge	Kings Hedges Road	Arbury Road to College	Carriageway resurfacing	£ 870,000	£ -
A1303	Cambridge	Newmarket Road	Barnwell Rd roundabout to Meadlowlands Rd	Carriageway resurfacing	£ -	£ 552,000
Unc	Cambridge	Porson Road	All estate	Footway resurfacing	£ -	£ 163,000
Unc	Cambridge	Mill End Road	All estate	Footway resurfacing	£ -	£ 28,500
Unc	Cambridge	Suez/Hobart/Madras/Marmora Road/s	Estate area - phase 1	Footway resurfacing	£ -	£ 436,000
Unc	Cambridge	Suez/Hobart/Madras/Marmora Road/s	Estate area - phase 2	Footway resurfacing	£ -	£ -
Unc	Cambridge	Ditton Fields	Estate area - phase 1	Footway resurfacing	£ -	£ -
C202	Cambridge	Mill Road	Montreal Road to Coleridge Road	Carriageway resurfacing	£ -	£ -
Unc	Cambridge	Cowley Road	From access to limits of adoption	Carriageway resurfacing	£ -	£ -
A1303	Cambridge	Madingley Road	Northampton St to Storeys Way	Carriageway resurfacing/drainage	£ -	£ -
C298	Cambridge	Coldhams Lane	Newmarket Road junc to/inc. Roundabout	Carriageway resurfacing	£ -	£ -
A1307	Cambridge	Hills Road	Rathmore Rd to Cavendish Road	Carriageway resurfacing	£ -	£ -
					£ 1,695,000	**£ 1,299,500**

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 list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
Unc	Arbury	Acton Close		Micro Asphalt	included	-
Unc	Arbury	Borrowdale		Micro Asphalt	included	-
Unc	Arbury	Dowding Way		Micro Asphalt	included	-
Unc	Arbury	Gunning Way		Micro Asphalt	included	-
Unc	Arbury	Harding Way		Micro Asphalt	included	-
Unc	Arbury	Hurrell Road		Micro Asphalt	included	-
Unc	Arbury	Tedder Way		Micro Asphalt	included	-
Unc	Arbury	Thirleby 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 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
	Cambridge	Cherry Hinton Road		Slurry Sealing	included	-
	Cambridge	Hartington Grove		Slurry Sealing	included	-
	Cambridge	Kings Hedges Road		Slurry Sealing	included	-
	Cambridge	Markham Close		Slurry Sealing	included	-
	Cambridge	Perne Road		Slurry Sealing	included	-
	Cambridge	Priory Street		Slurry Sealing	included	-
	Cambridge	Shelford Road		Slurry Sealing	included	-
	Cambridge	Vinery Road		Slurry Sealing	included	-
	Cambridge	Westfield Lane		Slurry Sealing	included	-
	Cambridge	Whitehill Road		Slurry Sealing	included	-
	Cambridge	Wulfstan Way		Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Gareth Guest						
C298	Cambridge	Coldhams Lane Cycleway	Coldhams Lane	structural repairs abutment and bearings	£ 274,000	£ -
A1134	Cambridge	Newmarket Road	Barnwell Railway Old	Arch repair	£ 164,400	£ -
Unc	Cambridge	Brooklands Avenue	Brooklands Avenue	Strengthen Bridge deck	£ -	£ 383,600
					£ 438,400	**£ 383,600**

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Richard Ling						
Unc	Cambridge	Cherry Hinton High Street	near Fernlea Close/Railway Street	Design only	£ 31,968	£ -
A1134	Cambridge	The Fen Causeway	Near Newnham Road	Refurbish signals	£ 67,771	£ -
C279	Cambridge	Green End Road	Near Cam Sight	Potential convert to Zebra	£ 30,689	£ -
C279	Cambridge	Green End Road	Near Kendel Way	Potential convert to Zebra	£ 30,689	£ -
C233	Cambridge	Teversham Drift	Nr mini roundabout	Refurbish signals	£ 51,148	£ -

A1303	Cambridge	Madingly Road	At Lady Margaret Road	Refurbish signals	£	-	£	281,571
C296	Cambridge	Trumpington Street	Near Labs	Potential convert to Zebra	£	-	£	30,999
C235	Cambridge	Cherry Hinton High Street	Nr Fernlea Close/Railway Street	Refurbish signals	£	-	£	119,701
C235	Cambridge	Brookfields	Nr Perne Road/Brookes Road	Refurbish signals	£	-	£	54,248
A1134	Cambridge	Queen Ediths Way	Nr Wulfstan Way	Refurbish signals	£	-	£	54,248
C286	Cambridge	King Hedges Road	Nr St Kilda Avenue	Refurbish signals	£	-	£	54,248
A1134	Cambridge	Queens Road	Near Garrett Hostel Lane	Refurbish signals	£	-	£	-
A1134	Cambridge	Newmarket Road	Nr Park and Ride	Refurbish signals	£	-	£	-
C235	Cambridge	Cherry Hinton Road	Nr Perne Road	Refurbish signals	£	-	£	-
Unc	Cambridge	Carlton Way	Nr Alex Wood Road	Refurbish signals	£	-	£	-
					£	**212,265**	**£**	**595,015**

East Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Josh Rutherford						
Drainage schemes						
Unc	Little Thetford	Various	Throughout village	Drainage investigations/design	included	£ -
Unc	Littleport	Sandhill	Along road	Drainage investigations/design/construction	included	£ -
Footway/Cycleway schemes						
Unc	Haddenham	Chewells Close	All estate	Footway resurfacing	£ 54,000	£ -
Unc	Haddenham	Perry Close	All estate	Footway resurfacing	£ 92,000	£ -
Unc	Little Downham	Eagles Lane	Along road	Footway resurfacing	£ 90,000	£ -
Unc	Little Downham	Orchard Estate/Kiln Close	All estate	Footway resurfacing	£ 60,000	£ -
Unc	Ely	New Barns Avenue	Section from Cemetary junction to Lynn Road link	Footway resurfacing	£ -	£ 120,000
C319	Littleport	Wisbech Road	From BP Garage to Woodfen Road	Footway resurface, place to place		£ 90,000
Unc	Littleport	Kirkby Cross Avenue	All road, including section of Gilbert Road	Footway resurfacing	£ -	£ 57,500
Unc	Sutton	Station Road	From end of houses to industrial park	Footway resurfacing/widen to min 1.5m	£ -	£ 46,000
Carriageway schemes						
A1101	Littleport	Mildenhall Road	Completion of scheme near Mile End Road	Carriageway reconstruction	£ 200,000	£ -
A1101	Little Downham/ Littleport	Bates Drove	Various sections - Phase 1 & 2	Carriageway reconstruction	£ 200,407	£ 831,593
A10	Littleport	Lynn Road	Two sections, nr Brandon Creek & nr A1101, including roundabout	Carriageway strengthen/resurface	£ -	£ 533,000
					£ 696,407	**£ 1,678,093**

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

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
B1104	Isleham	Chippenham Road		Surface Dressing	included	-
C218	Dullingham	Swaffham Heath Road		Surface Dressing	included	-
C320	Ely	Angel Drove		Surface Dressing	included	-
C219	Reach	Swaffham Road		Surface Dressing	included	-
C218	Swaffham Bulbeck	Swaffham Heath Road		Surface Dressing	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 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
	Ely	Bentham Way		Slurry Sealing	included	-
	Ely	Broad Street		Slurry Sealing	included	-
	Ely	Henley Way		Slurry Sealing	included	-
	Ely	High Barns		Slurry Sealing	included	-
	Ely	Kings Avenue		Slurry Sealing	included	-
	Ely	Langham Way		Slurry Sealing	included	-
	Ely	Larkfield Road		Slurry Sealing	included	-
	Swaffam Prior	Lower End		Slurry Sealing	included	-
	Littleport	Ponts Hill		Slurry Sealing	included	-
	Stretham	Short Road		Slurry Sealing	included	-
	Ely	Steward Close		Slurry Sealing	included	-
	Littleport	Victoria Street		Slurry Sealing	included	-
	Ely	Westend		Slurry Sealing	included	-
	Ely	Wilford Drive		Slurry Sealing	included	-
	Littleport	Wisbech Road		Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Gareth Guest						
C158	Wilburton	Red Fen Road	Catchwater Junction culvert	Reconstruct culvert	£ 274,000	£ -
					£ 274,000	**£ -**

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Richard Ling						
B1085	Kennet	Station Road	Kennet Railway Bridge	refurbish signals	£ 38,361	£ -
					£ 38,361	**£ -**

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2023/24 £	Budget 2024/25 £
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	£ 16,785	£ 16,785
Various	Various	Various	Scrub removal to support grass cutting & Surface repair	£ 18,311	£ 18,311
Various	Various	Various	Improving access to the ROW Network	£ 7,630	£ 7,630
				£ 42,725	**£ 42,725**

Fenland Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Josh Rutherford						
Drainage schemes						
Unc	Gorefield	Gote Lane	At High Street junction	Drainage investigation and design	included	£ -
C14	Leverington	Roman Bank	Nr Walnut Cottage	Drainage investigation and design	included	£ -
A605	Whittlesey	Peterborough Rd/West End/Whitmore St	Throughout road	Drainage improvement scheme	included	£ -
Unc	Chatteris	Eden Crescent	Throughout road	Drainage improvement scheme	included	£ -
Unc	March	Brewin Avenue	Throughout estate	Drainage improvement scheme	included	£ -
Unc	March	Sycamore Close	Throughout road	Drainage improvement scheme	included	£ -
Unc	Wimblington	Blue Lane	Various locations	Drainage improvement scheme	included	£ -
Footway/Cycleway schemes						
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	Seventh Ave (inc footpath from Mount Drive to Moneybank)	All estate	Replace slabs with bitumen	£ 40,000	£ -
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	£ -
Unc	Wisbech	Windsor Drive/Prince of Wales Close/ Jubilee Walk, inc. seperated footways	Full estate	Footway resurface	£ -	£ 200,000
Unc	Leverington	Perry Road	Full estate	Footway - concrete overlay	£ -	£ 62,000
Unc	March	Poplar Close	Through Road	Footway resurface	£ -	£ 32,000
Unc	March	North Street	Through Road	Footway resurface	£ -	£ 55,000
Unc	March	Alpha Street	Through Road	Footway resurface	£ -	£ 70,000
Unc	Wisbech	Verdun Road	Through Road	Footway resurface/minor kerb relay	£ -	£ 36,000
Carriageway schemes						
A1101	Wisbech	Freedom Bridge	Roundabout and approaches only	Carriageway resurfacing	£ 275,000	£ -
A141	Chatteris	Fenland Way	Roundabout to Roundabout	Carriageway strengthen/resurface	£ 830,000	£ -
C13/C14	Leverington	Church Rd/Church End/Gorefield Rd /Roman Bank	From sports club to 8 Roman Bank and Ringers Lane junc	Carriageway resurfacing	£ -	£ 363,683
B1100	Christchurch	Padgetts Road	Two sections at either end	Carriageway strengthen/resurface	£ -	£ 426,000
					£ 1,495,000	**£ 1,244,683**

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
list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
C71	Whittlesey	Cock Bank		Surface Dressing	included	-
Unc	Newton In The Isle	Chapel Lane		Surface Dressing	included	-
B1098	Stonea	Sixteen Foot Bank		Grip Fibre	included	-
C307	Chatteris	Doddington Road		Grip Fibre	included	-
Unc	Chatteris	Green Park		Micro Asphalt	included	-
Unc	Chatteris	Windsor Close		Micro Asphalt	included	-
Unc	Chatteris	Burnsfield Street		Micro Asphalt	included	-
Unc	Friday Bridge	Tower Road		Micro Asphalt	included	-
Unc	March	Atlantic Close		Micro Asphalt	included	-
Unc	March	Gresley Way		Micro Asphalt	included	-
Unc	March	Milner Close		Micro Asphalt	included	-
Unc	March	Newlands Avenue		Micro Asphalt	included	-
Unc	March	Pacific Close		Micro Asphalt	included	-
Unc	March	Peterhouse Crescent		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 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
	March	Badgeney Road		Slurry Sealing	included	-
	Whittlesey	Barnes Way		Slurry Sealing	included	-
	Doddington	Beech Avenue		Slurry Sealing	included	-
	Chatteris	Birch Avenue		Slurry Sealing	included	-
	Elm	Birch Grove		Slurry Sealing	included	-
	Whittlesey	Bryony Close		Slurry Sealing	included	-
	Leverington	Carlton Close		Slurry Sealing	included	-
	Leverington	Church End		Slurry Sealing	included	-
	Whittlesey	Constable Crescent		Slurry Sealing	included	-
	Whittlesey	Crescent Road		Slurry Sealing	included	-
	March	Cromwell Road		Slurry Sealing	included	-
	Whittlesey	Cross Road		Slurry Sealing	included	-
	Whittlesey	Crossway Hand		Slurry Sealing	included	-
	Whittlesey	Davie Lane		Slurry Sealing	included	-
	March	Deerfield Road		Slurry Sealing	included	-
	March	Elm Road		Slurry Sealing	included	-
	Chatteris	Fairview Drive		Slurry Sealing	included	-
	Chatteris	Fairview Gardens		Slurry Sealing	included	-

	Wisbech	Felsted Avenue		Slurry Sealing	included	-
	Wimblington	Governess Close		Slurry Sealing	included	-
	Whittlesey	Gacious Street		Slurry Sealing	included	-
	March	Grounds Avenue		Slurry Sealing	included	-
	March	Hereward Street		Slurry Sealing	included	-
	Gorefield	High Road		Slurry Sealing	included	-
	Elm	Ingle Road		Slurry Sealing	included	-
	Leverington	Ivesdyke Close		Slurry Sealing	included	-
	Leverington	Leafere Way		Slurry Sealing	included	-
	Elm	Low Road		Slurry Sealing	included	-
	Wisbech	Maldon Road		Slurry Sealing	included	-
	Leverington	Maysfield Drive		Slurry Sealing	included	-
	March	Morton Avenue		Slurry Sealing	included	-
	Whittlesey	Newlands Road		Slurry Sealing	included	-
	March	Oak Tree Close		Slurry Sealing	included	-
	Elm	Oldfield Avenue		Slurry Sealing	included	-
	Whittlesey	Plover Road		Slurry Sealing	included	-
	Elm	Roseberry Road		Slurry Sealing	included	-
	Wisbech	Rowan Close		Slurry Sealing	included	-
	Whittlesey	Sandpiper Close		Slurry Sealing	included	-
	Whittlesey	Storers Walk		Slurry Sealing	included	-
	Whittlesey	Swan Close		Slurry Sealing	included	-
	Elm	The Stitch		Slurry Sealing	included	-
	Whittlesey	Thornham Way		Slurry Sealing	included	-
	Chatteris	Tithe Road		Slurry Sealing	included	-
	Chatteris	Westbourne Road		Slurry Sealing	included	-
	Whittlesey	Whiteacres		Slurry Sealing	included	-
	Wisbech	Wisteria Way		Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Gareth Guest						
B1101	March	Broad Street	Town Bridge	Bridge refurb and scour repair	£ 109,600	£ -
A141	March	Wisbech Road	March bypass rail	preliminary design	£ -	£ 55,000
C70	Whittlesey	Duncombes	Kingsland, Turves	preliminary design	£ -	£ 55,000
					£ 109,600	**£ 110,000**

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Richard Ling						
A605	Whittlesey	Peterborough Road	Nr Snoots Road	Refurbish signals at crossing	£ 57,542	£ -
A1101	Wisbech	Leverington Road	At Dowgate Road	Refurbish signals at crossing	£ -	£ -
					£ 57,542	**£ -**

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke					
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£ 15,022	£ 15,022
Various	Various	Various	Scrub Clearance and Maintenance	£ 10,000	£ 10,000
Various	Various	Various	Improving access to the ROW Network	£ 10,000	£ 10,000
				£ 35,022	**£ 35,022**

Huntingdonshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Josh Rutherford						
Drainage schemes						
Unc	Sommersham	Parkhall Road	From village to school	Drainage improvement scheme	included	£ -
Unc	Needingworth	Hawkes Lane	Throughout road	Drainage improvement scheme	included	£ -
B1091	Yaxley	Broadway	At Shackleton Way	Drainage investigation and design	included	£ -
B1043	Great Paxton	High Street	At River Lane	Drainage investigation and design	included	£ -
C177	Great Gransden	East Street (village area)	From Middle Street to he Brook	Drainage investigation and design	included	£ -
C336	Chesterton	Oundle Road	Near Prioriy Gardens	Drainage investigation and design	included	£ -
Unc	St Ives	Greenfields	Throughout road	Drainage investigation and design	included	£ -
C95	Stilton	North Street	At the Jetty	Drainage investigation and design	included	£ -
Footway/Cycleway schemes						
B1428	St Neots	Market Square	At High Street	Tree pit/paving repairs	£ 105,000	£ -
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	All footways	Footway resurfacing	£ 285,000	£ -
Unc	St Neots	St Neots FP4	Full length	Footway resurfacing	£ 23,000	£ -
Unc	Ramsey	Queens Walk	Footway link off Park Road	Reconstruct concrete footway	£ 22,000	£ -
B11096	Ramsey Forty Foot	Ramsey Forty Foot/Forty Foot Bank	At junction/by bridge to houses	Footway resurfacing/ widen/inc drainage	£ 32,000	£ -
B1091	Yaxley	Broadway (inc part Middletons Rd)	From no.140 to bus shelter and part of Middletons Road	Footway resurfacing	£ -	£ 100,000
Unc	Alconbury Weston	Highfield Ave/Wheatsheaf Rd/ Chequers Close	Estate up to no. 49 Highfield Road	Footway resurfacing	£ -	£ 135,000
B660	Great Gidding	Main Street	From no. 87 to Village Hall	Footway resurfacing	£ -	£ 90,000
Unc	Brington	High Street	From The Gables to School entrance	Footway resurfacing/widening to 1.5m	£ -	£ 39,000
Unc	Huntingdon	Maryland Avenue	All road	Footway resurfacing	£ -	£ 97,000
Carriageway schemes						
A141	Warboys	Huntingdon Road	Warboys bypass	Carriageway resurfacing	£ 940,000	£ -
B1050	Somersham	Chatteris Road	Worst setions of road - 2 sections	Carriageway resurfacing	£ -	£ 1,100,000
					£ 1,507,000	**£ 1,561,000**

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 list. This list therefore also includes some reserve schemes

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
C336	Chesterton	Oundle Road		Surface Dressing	included	-
C109	Woodwalton	Bridge Street		Surface Dressing	included	-
C119	Oldhurst	South Street		Surface Dressing	included	-
Unc	Southoe	Bell Lane		Surface Dressing	included	-
Unc	Diddington	The Street		Surface Dressing	included	-

C339	Great Stukeley	Ermine Street		Surface Dressing	included	-
C96	Folksworth	Folksworth Road		Surface Dressing	included	-
C92	Elton	Duck Street		Surface Dressing	included	-
B1043	Alconbury	Over A1 to Rusts Lane and Ermine St		Surface Dressing	included	-
C105	Hamerton	Winwick Road		Surface Dressing	included	-
B1040	Hilton	St Ives Road		Surface Dressing	included	-
B1040	Hilton	Potton Road		Surface Dressing	included	-
B645	Great Staughton	Hail Weston Road		Surface Dressing	included	-
B1040	Pidley	St Ives Road		Grip Fibre	included	-
Unc	Tetworth	Tetworth Hill		Grip Fibre	included	-
B1043	Great Paxton	Huntingdon Road		Grip Fibre	included	-
Unc	Great Paxton	Meadow Way		Micro Asphalt	included	-
Unc	Great Paxton	Mint Lane		Micro Asphalt	included	-
Unc	Earith	School Road		Micro Asphalt	included	-
Unc	Great Paxton	Brookside		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 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
	Yaxley	Apple Tree Close		Slurry Sealing	included	-
	Kimbolton and Stonely	Ashfield		Slurry Sealing	included	-
	St Neots	Avenue Road		Slurry Sealing	included	-
	St Neots	Berkley Court		Slurry Sealing	included	-
	Folksworth and Washingley	Blackmans Road		Slurry Sealing	included	-
	Yaxley	Bramble Close		Slurry Sealing	included	-
	Farcet	Broadway		Slurry Sealing	included	-
	Kimbolton & Stonely	Castle Gardens		Slurry Sealing	included	-
	Holy-cum-Needingworth	Chapel Close		Slurry Sealing	included	-
	Folksworth and Washingley	Chervil Close		Slurry Sealing	included	-
	Stilton	Church Street		Slurry Sealing	included	-
	Kimbolton & Stonely	Constable Leys		Slurry Sealing	included	-
	Holy-cum-Needingworth	Daintree		Slurry Sealing	included	-
	Little Paxton	Davis Close		Slurry Sealing	included	-
	Little Paxton	Field Close		Slurry Sealing	included	-
	Sawtry	Glatton Road		Slurry Sealing	included	-
	Somersham	Grange Road		Slurry Sealing	included	-
	Farcet	Haddon Way		Slurry Sealing	included	-
	Little Paxton	Hayling Avenue		Slurry Sealing	included	-
	Stilton	High Street		Slurry Sealing	included	-
	Little Paxton	Little Paxton Lane		Slurry Sealing	included	-

	Yaxley	Main Street		Slurry Sealing	included	-
	Folksworth and Washingley	Manor Road		Slurry Sealing	included	-
	Yaxley	Middletons Road		Slurry Sealing	included	-
	Ramsey	New Road		Slurry Sealing	included	-
	Kimbolton & Stonely	Newtown		Slurry Sealing	included	-
	Kimbolton & Stonely	Newtown Lane		Slurry Sealing	included	-
	Stilton	North Street		Slurry Sealing	included	-
	Bury	Owls End		Slurry Sealing	included	-
	Little Paxton	Park Crescent		Slurry Sealing	included	-
	Buckden	Park Road		Slurry Sealing	included	-
	Somersham	Parkhall Road		Slurry Sealing	included	-
	Godmanchester	Pinfold Lane		Slurry Sealing	included	-
	St Neots	Priory Road		Slurry Sealing	included	-
	Buckden	School Lane		Slurry Sealing	included	-
	Buckden	Silver Street		Slurry Sealing	included	-
	Holy-cum-Needingworth	Spinney Way		Slurry Sealing	included	-
	Little Paxton	St James Road		Slurry Sealing	included	-
	Holy-cum-Needingworth	St Johns Close		Slurry Sealing	included	-
	St Neots	St Neots Footpath 5		Slurry Sealing	included	-
	Kimbolton & Stonely	Stow Road		Slurry Sealing	included	-
	Holy-cum-Needingworth	The Furlongs		Slurry Sealing	included	-
	Little Paxton	The Rookery		Slurry Sealing	included	-
	Folksworth and Washingley	Townsend Way		Slurry Sealing	included	-
	Buckden	Vineyard Way		Slurry Sealing	included	-
	St Neots	Washbank Road		Slurry Sealing	included	-
	Folksworth and Washingley	Washingley Road		Slurry Sealing	included	-
	Godmanchester	West Street		Slurry Sealing	included	-
	Holy-cum-Needingworth	Willow Green		Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Gareth Guest						
Unc	St Ives	St Ives Flood Arches	London Rd	Brick Parapet rebuild listed structure	£ 328,800	£ -
FP14	Woodwalton	Woodwalton FP14	Woodwalton	New footbridge design site investigations	£ -	£ 55,000
					£ 328,800	**£ 55,000**

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Richard Ling						
B1514	Brampton	Thrapston Road	Near Orchard Ln/Grove Ln	Refurbish signals	£ -	£ 56,831
					£ -	**£ 56,831**

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2023/24 £	Budget 2024/25 £
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 and Earith	£ 10,207	£ 10,207
Various	Various	Various	Improving Huntingdon PROW Signage and waymarking	£ 3,500	£ 5,500
Various	Various	Various	Gate and surfacing works to various byways	£ 14,548	£ 14,548
Further works TBC				£ -	£ 9,444
				£ 39,699	**£ 39,699**

South Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Josh Rutherford						
Drainage schemes						
C232	Fulbourne	Station Road	Various locations through road	Drainage investigations/design	included	£ -
Unc	Fulbourne	Geoffrey Bishop Avenue	Throughout road	Drainage investigations/design	included	£ -
A1198	Shingay cum Wendy	Ermine Street	At Shingay turn	Drainage improvement scheme	included	£ -
B1053	Linton	High Street	Nr PH and no. 54	Drainage improvement scheme	included	£ -
Unc	Linton	Lambsfair	Throughout road	Drainage improvement scheme	included	£ -
C186	Willingham	Over Road	Various locations through road	Drainage improvement scheme	included	£ -
C210	Waterbeach	Chapel Street	From Londis	Drainage improvement scheme	included	£ -
Footway/Cycleway schemes						
C210	Horningsea	High Street	Through village	Footway resurfacing	£ 180,000	£ -
Unc	Willingham	FP6 at rear of church	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	£ -
Unc	Cottenham	Pelham Way	All length	Footway resurfacing	£ 92,000	£ -
C284	Whittlesford	Duxford Road	Village to Royston Rd crossroads	Footway resurfacing	£ -	£ 190,000
A1303	Bottisham	Newmarket Road	Bell Road to High Street	Footway resurfacing	£ -	£ 200,000
C236	Fulbourne	Cow Lane	full length	Footway resurfacing	£ -	£ 175,000
B1102	Stow cum Quy	Church Road	From traffic signals to/including Orchard St	Footway resurfacing	£ -	£ 105,000
C273	Steeple Morden	Station Road	From Ashden Road to end of houses	Footway resurfacing	£ -	£ 23,000
A1307	Little Abington	Cambridge Road	From 17 to 49 and from 10 to 6	Footway resurfacing	£ -	£ 130,000
Carriageway schemes						
A10	Milton	Milton Interchange/Bypass	Interchange over A14 to Butt Lane	Carriageway resurfacing	£ 1,458,406	£ -
A1307	Little Abington	Cambridge Road	Between speed limits through village	Carriageway resurfacing	£ -	£ 433,000
A10	Milton	Ely Road	From Denny End to just past Waterbeach Lodge	Carriageway resurfacing	£ -	£ 425,000
					£ 2,180,406	**£ 1,681,000**

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

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
Unc	Hildersham	Balsham Road		Surface Dressing	included	-
C210	Landbeach	Waterbeach Road		Surface Dressing	included	-
C261	Fowlmere	Chrishall Road		Surface Dressing	included	-
Unc	Horseheath	Howards Lane		Surface Dressing	included	-
Unc	Carlton	Temple End		Surface Dressing	included	-
C179	Gamlingay	Heath Road		Surface Dressing	included	-
B1052	Balsham	Linton Road		Surface Dressing	included	-

C261	Barrington	West Green		Grip Fibre	included	-
C209	Milton	Landbeach Road		Grip Fibre	included	-
C272	Meldreth	Fenny Lane		Grip Fibre	included	-
C284	Little Shelford	Bridge Lane		Grip Fibre	included	-
Unc	Guilden Morden	Bell Meadows		Micro Asphalt	included	-
Unc	Guilden Morden	Cannons Close		Micro Asphalt	included	-
Unc	Steeple Morden	Craft Way		Micro Asphalt	included	-
Unc	Balsham	The Brambles		Micro Asphalt	included	-
Unc	Balsham	Trinity Close		Micro Asphalt	included	-
Unc	Balsham	Sleford Close		Micro Asphalt	included	-
Unc	Histon	Park Avenue		Micro Asphalt	included	-
Unc	Sawston	Brookfield Road		Micro Asphalt	included	-
Unc	Sawston	Granta Road		Micro Asphalt	included	-
Unc	Sawston	Meadowfield Road		Micro Asphalt	included	-
Unc	Sawston	Springfield Road		Micro Asphalt	included	-
Unc	Whittlesford	Church Lane		Micro Asphalt	included	-
Unc	Impington	Burrough Field		Micro Asphalt	included	-
Unc	Impington	The Coppice		Micro Asphalt	included	-
Unc	Orwell	Pearmains Close		Micro Asphalt	included	-
Unc	Teversham	Sheppard Way		Micro Asphalt	included	-
Unc	Teversham	Whitgift Road		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 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke						
	Histon	Aingers Road		Slurry Sealing	included	-
	Oakington & Westwick	Arcadia Gardens		Slurry Sealing	included	-
	Linton	Back Road		Slurry Sealing	included	-
	Linton	Bartlow Road		Slurry Sealing	included	-
	Impington	Bridge Road		Slurry Sealing	included	-
	Linton	Brinkman Road		Slurry Sealing	included	-
	Milton	Butt Lane		Slurry Sealing	included	-
	Milton	Cambridge Road		Slurry Sealing	included	-
	Teversham	Cherry Hinton Road		Slurry Sealing	included	-
	Bassingbourn cum Kneesworth	Clarkes Way		Slurry Sealing	included	-
	Linton	Coles Lane		Slurry Sealing	included	-
	Histon	Cottenham Road		Slurry Sealing	included	-
	Linton	Dolphin Close		Slurry Sealing	included	-
	Histon	Harding Way		Slurry Sealing	included	-
	City	Hardwick Street		Slurry Sealing	included	-
	Longstanton	Hattons Park		Slurry Sealing	included	-
	Linton	Joiners Road		Slurry Sealing	included	-
	Histon	Kay Hitch Way		Slurry Sealing	included	-

	Impington	Lone Tree Avenue		Slurry Sealing	included	-
	Shudy Camps	Main Street		Slurry Sealing	included	-
	Histon	Manor Park		Slurry Sealing	included	-
	Histon	Melvin Way		Slurry Sealing	included	-
	Impington	Mill Road		Slurry Sealing	included	-
	Histon	New School Road		Slurry Sealing	included	-
	Bassingbourn cum Kneesworth	North End		Slurry Sealing	included	-
	Sawston	Park Road		Slurry Sealing	included	-
	Shudy Camps	Parkway		Slurry Sealing	included	-
	Oakington & Westwick	Queens Way		Slurry Sealing	included	-
	City	Roseford Road		Slurry Sealing	included	-
	Histon	Shirley Road		Slurry Sealing	included	-
	Willingham	Silver Street		Slurry Sealing	included	-
	Histon	St Audreys Close		Slurry Sealing	included	-
	Foxton	Station Road		Slurry Sealing	included	-
	Impington	The Coppice		Slurry Sealing	included	-
	Impington	The Dole		Slurry Sealing	included	-
	Girton	The Gowers		Slurry Sealing	included	-
	Teversham	Thulborn Close		Slurry Sealing	included	-
	Linton	Wheatsheaf Way		Slurry Sealing	included	-
	Coton	Whitwell Way		Slurry Sealing	included	-
	Bassingbourn cum Kneesworth	Wilmott Road		Slurry Sealing	included	-
	Impington	Woodcock Close		Slurry Sealing	included	-
	Histon	Youngman Avenue		Slurry Sealing	included	-
	Histon	Youngman Close		Slurry Sealing	included	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Gareth Guest						
C198	Girton	Oakington Road	North of Girton	parapet recon + invert lowering	£ -	£ 219,200
					£ -	**£ 219,200**

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Richard Ling						
C198	Girton	Cambridge Road	Nr Orchard Close	Potential convert to Zebra	£ -	£ 30,999
					£ -	**£ 30,999**

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke					
BY 4	Balsham	BY 4	Scrub clearance - E2 Long Distance Route between Balsham Roads	£ 5,416	£ -
BY 12	Haslingfield	BY 12	Supply plant and labour to level material delivered from Capital Works	£ 5,416	£ -
BR 5	Swavesey	BR 5	Scrub clearance along top of bank to clear access for horse riders	£ 5,415	£ -
BY 48	Castle Camps	BY 48	Fill ruts with reclaimed material and road planings along 420 metre section (970 tonne), install	£ 25,000	£ -
BY 1	Rampton	BY 1	Supply plant and labour to level material delivered from South Cambridgeshire Capital Works	£ -	£ 13,000
BR 2	Stapleford	BR 2	Level surface, compact and reseed	£ -	£ 5,416
BR 6	Fen Drayton	BR 6	Clear overhanging side scrub	£ -	£ 6,416
BR 3	Little Shelford	BR 3	Supply 60 tonnes of road planings and build up surface to shed surface water at bottom of	£ -	£ 10,000
BY 23	Linton	BY 23	Scrub clearance - Harcamlow Way to Mark's Grave	£ -	£ 6,415
BR 20	Histon	BR 20	Clear scrub on west and north sides of Bridleway	£ -	£ -
BR 6	Little Gransden	BR 6	Scrub clearance	£ -	£ -
BR 21	West Wratting	BR 21	Scrub clearance along verges to A11	£ -	£ -
FP 5	Little Abington	FP 5	Surface dress with fine dust and compact	£ -	£ -
BR 4	Little Gransden	BR 4	Scrub clearance	£ -	£ -
Further works TBC				£ -	£ -
				£ 41,247	**£ 41,247**

Countywide Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Jon Clarke		
Repairs to specific local roads damaged during the A14 scheme	£ 2,400,000	£ -
Countywide capitalised road patching	£ 843,658	£ 824,771
Locally determined minor capital schemes	£ 527,402	£ 515,595
Countywide Surface Treatment programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£ 2,747,006	£ 2,685,508
Preparation for surface treatment schemes, as above	£ 588,644	£ 575,466
Additional surface treatment programme - Schemes being identified	£ 1,978,564	£ 1,934,269
Countywide Retread programme - Schemes being developed	£ 973,664	£ 951,867
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 - Future schemes being identified	£ 2,000,000	£ 2,000,000
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
Survey, Investigation and design for schemes	£ 320,000	£ 320,000
	£ 14,278,938	**£ 11,707,475**

Rights of Way

Maintaining the Rights of Way network

Works	Budget 2023/24 £	Budget 2024/25 £
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 2023/24 £	Budget 2024/25 £
Contact Officer: Gareth Guest		
Design for future years schemes & capitalised minor improvements	£ 1,035,854	£ 1,369,901
Programme for future years to be developed from ongoing condition inspections (Principal and General Inspections)	£ -	£ -
	£ 1,035,854	**£ 1,369,901**

Traffic Signal Replacement

Works	Budget 2023/24 £	Budget 2024/25 £
Contact Officer: Richard Ling		
Design for future years schemes	£ 25,574	£ 25,831
School Warning Sign	£ 38,361	£ -
Remote Monitoring System replacement	£ 180,529	£ -
MOTUS 16 site Controller replacement project	£ 172,273	£ -
Signalised crossing/junction upgrades for future years to be confirmed	£ -	£ -
	£ 416,737	**£ 25,831**

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 2023/24 £	Budget 2024/25 £
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 and other technology to better inform the public on our highway network conditions	£ 170,565	£ 166,747
	£ 170,565	**£ 166,747**

Smarter Travel Management - Real Time Bus Information

Provision of real time passenger information for the bus network.

Works	Budget 2023/24 £	Budget 2024/25 £
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**

Contextual information (not for approval)

The following table shows the total budget for the resurfacing and reconstruction element for the carriageway/footway & cycleway asset, along with the total road length within each District/City.

	Total budget allocation 2019 to 2025	Total road length (km)
Huntingdonshire	£10,848,778	1280
South Cambridgeshire	£8,465,857	1203
East Cambridgeshire	£8,291,500	843
Fenland	£8,139,483	807
Cambridge City	£6,558,255	292

Appendix 2

Capital Highway Maintenance Indicative list of priority schemes 2025/26 to 2027/28

V1.0

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 Sustainability Works Programme Summary

Funding provided through DfT grants for the forecasted years are assumed to be at the same levels as 2024-25

Operating the Network	2025/26	2026/27	2027/28
Carriageway & Footway Maintenance including Cycle routes	£ 19,604,876	£ 19,604,876	£ 19,604,876
Rights of Way	£ 235,000	£ 235,000	£ 235,000
Bridge Strengthening	£ 2,186,654	£ 2,186,654	£ 2,186,654
Traffic Signal Replacement	£ 724,905	£ 724,905	£ 724,905
Smarter Travel Management - Integrated Highways Management Centre	£ 170,565	£ 170,565	£ 170,565
Smarter Travel Management - Real Time Bus Information	£ 118,000	£ 118,000	£ 118,000
Total Operating the Network	**£ 23,040,000**	**£ 23,040,000**	**£ 23,040,000**

Highways Funding	2025/26	2026/27	2027/28
Highway Maintennace block funding (needs & incentive) *(included above)*	£ 10,711,000	£ 10,711,000	£ 10,711,000
DfT Pothole Action Fund *(included above)*	£ 8,329,000	£ 8,329,000	£ 8,329,000
Additional Revenue tbc (provisional) *(included above)*	£ 4,000,000	£ 4,000,000	£ 4,000,000
Total Funding	£ 23,040,000	£ 23,040,000	£ 23,040,000

Cambridge City Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
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 and Cyleway schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
Unc	Cambridge	Suez/Hobart/Madras/Marmora Road/s	Estate area - phase 2	Footway resurfacing	£		495,000
Unc	Cambridge	Ditton Fields	Estate area - phase 1	Footway resurfacing	£		200,000
Carriageway schemes							
C202	Cambridge	Mill Road	Montreal Road to Coleridge Road	Carriageway resurfacing	£		260,000
Unc	Cambridge	Cowley Road	From access to limits of adoption	Carriageway resurfacing	£		230,000
A1303	Cambridge	Madingley Road	Northampton St to Storeys Way	Carriageway resurfacing/drainage	£		300,000
C298	Cambridge	Coldhams Lane	Newmarket Road junc to/inc. Roundabout	Carriageway resurfacing	£		238,000
A1307	Cambridge	Hills Road	Rathmore Rd to Cavendish Road	Carriageway resurfacing	£		170,000
					£		**1,893,000**

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
The programme for future signal refurbishments will be further developed

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
Contact Officer: Richard Ling							
A1134	Cambridge	Queens Road	Near Garrett Hostel Lane	Refurbish signals	£ 68,706		
A1134	Cambridge	Newmarket Road	Nr Park and Ride	Refurbish signals	£ 202,463		
C235	Cambridge	Cherry Hinton Road	Nr Perne Road	Refurbish signals	£ 53,042		
Unc	Cambridge	Carlton Way	Nr Alex Wood Road	Refurbish signals	£ 66,934		
					£ 391,145	**£ -**	**£ -**

East Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
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/Cycleway 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							
A10	Littleport	Lynn Road - Phase 2	Two sections, nr Brandon Creek & nr A1101, including roundabout	Carriageway strengthen/resurface	£		250,000
B1381	Sutton	Chain Causeway	From Hundred Foot to village	Carriageway reconstruction	£		850,000
B1104	Isleham/Soham	Prickwillow Road	Two sections, nr Great Fen Rd and Nr no 21	Carriageway reconstruction - part concrete	£		936,000
B1411	Little Downham	Hundred Foot Bank	Two sections	Carriageway reconstruction - part concrete	£		592,000
A1123	Wicken/Stretham	Dimmocks Cote Rd	Various sections	Carriageway reconstruction	£		700,000
C214	Swaffham Prior	Headlake Drove	From Lords Ground Road to crossroads	Carriageway reconstruction - part concrete	£		190,000
					£		**3,518,000**

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
The programme for future signal refurbishments will be further developed

Rights of Way
Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2025/26	2026/27	2027/28
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	£		50,355
Various	Various	Various	Scrub removal to support grass cutting & Surface repair	£		54,932
Various	Various	Various	Improving access to the ROW Network	£		22,889
				£		**128,176**

Fenland Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
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/Cycleway 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							
B1165	Newton	High Road	From Newton towards Tydd St Giles	Carriageway resurfacing	£		640,500
B1093	Whittlesey	Benwick Road	From Wype Road to Whittlesey	Carriageway strengthen/resurface	£		765,000
B1093	Whittlesey	Benwick Road	From nr Grange Farm to nr Pidcock Fm	Carriageway strengthen/resurface	£		731,000
C73	March	Creek Road	From Mill View to St Johns Rd and Waterside Gds to Marsh Close	Carriageway strengthen/resurface	£		355,000
B1099	March	Upwell Road	Section Near Sixteen Foot Bank	Carriageway strengthen/resurface	£		400,000
B1099	March	Upwell Road	From Coleseed over Level X-ing to Cavalry roundabout	Carriageway strengthen/resurface	£		558,000
B1093	Manea	Fifty Road	Remaining section - phase 2	Carriageway strengthen/resurface	£		600,000
					£		**4,049,500**

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
The programme for future signal refurbishments will be further developed

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
Contact Officer: Richard Ling							
A1101	Wisbech	Leverington Road	At Dowgate Road	Refurbish signals at crossing	£ 162,042	£ -	£ -
					£ 162,042	**£ -**	**£ -**

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2025/26	2026/27	2027/28
Contact Officer: Jon Clarke						
Various	Various	Various routes that have degraded	Groundwork to knock out ruts, some sections of hardened ground using road planings	£		48,066
Various	Various	Various	Scrub Clearance and Maintenance	£		32,000
Various	Various	Various	Improving access to the ROW Network	£		25,000
				£		**105,066**

Huntingdonshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
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/Cycleway 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							
B1040	Ramsey St Marys	Herne Road	Form Pondersbridge towards Pecks JCB - 2 sections	Carriageway resurface/recon	£		1,200,000
B660	Holme	Long Drove	Between Holme and Ramsey St Mary - 3 sections	Carriageway resurface/recon	£		960,000
B1095	Farcet	Milk and Water Drove	2 sections Nr 8 Roods & Wrights Drove	Carriageway resurface/recon	£		870,000
B1050	Ramsey	Great Whyte	From High Street to roundabout at Tesco	Carriageway resurfacing	£		286,000
Unc	Huntingdon	California Road	Arbury Road to the corner	Carriageway reconstruction	£		168,000
Unc	Huntingdon	America Lane	Full length of road	Carriageway resurfacing	£		187,000
					£		**3,671,000**

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

The programme for future signal refurbishments will be further developed

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2025/26	2026/27	2027/28
Contact Officer: Jon Clarke						
Various	Various	Ouse Valley Way	Works to surfacing, gates and waymarking along in the Ouse Valley area between St Neots and Earith	£		34,333
Various	Various	Various	Improving Huntingdon PROW Signage and waymarking	£		11,444
Various	Various	Various	Gate and surfacing works to various byways	£		36,622
Further works TBC				£		36,700
				£		**119,099**

South Cambridgeshire Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	2025/26	2026/27	2027/28
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/Cycleway schemes							
Years 3 to 5 of the footway and cycleway programme are being developed to identify and prioritise those busier routes in poor condition							
C232	Fulbourne	Station Road	From bend to level crossing	Footway resurfacing	£		110,000
Unc	Barton	Kings Grove		Footway resurfacing	£		88,000
Carriageway schemes							
B1050	Willingham	Earith Road	From Caravan Pk to village	Carriageway resurfacing	£		558,000
A1303	Madingley	St Neots Road	At A428 roundabout, approach and old alignment	Carriageway resurfacing	£		345,000
A1301	Great Shelford	Tunwells Lane/High Green	From Grahams Road to traffic signals junc	Carriageway resurfacing	£		351,000
A505	Pampisford	Causeway	From Pampisford junc to joint nr Babraham junc	Carriageway resurfacing	£		470,000
A603	Barton	Cambridge Road	From layby past B1046 junc	Carriageway resurfacing	£		290,000
C178/Unc	Bourn	Alms Hill/High Street/Caxton End	Various sections of failed carriageway	Carriageway resurfacing	£		258,000
C186	Over	Station Road	Traffic calming at busway to Church End	Carriageway resurfacing	£		380,000
Unc	Croydon	Croydon Hill	From High St to reservour on top of hill	Carriageway resurfacing	£		335,000
C192	Longstanton	School Lane	From village to B1050	Carriageway resurfacing	£		250,000
C184	Boxworth	High Street	From traffic calming to Manor Lane	Carriageway resurfacing	£		71,000
C178	Bourn	Broadway	From Sunday Market to FILCRIS	Carriageway resurfacing	£		130,000
					£		**3,636,000**

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

The programme for future signal refurbishments will be further developed

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	2025/26	2026/27	2027/28
Contact Officer: Jon Clarke						
BY 23	Linton	BY 23	Scrub clearance - Harcamlow Way to Mark's Grave	£		5,000
BR 20	Histon	BR 20	Clear scrub on west and north sides of Bridleway	£		10,000
BR 6	Little Gransden	BR 6	Scrub clearance	£		5,000
BR 21	West Wratting	BR 21	Scrub clearance along verges to A11	£		5,000
FP 5	Little Abington	FP 5	Surface dress with fine dust and compact	£		15,000
BR 4	Little Gransden	BR 4	Scrub clearance	£		5,000
Further works TBC				£		78,741
				£		**123,741**

Countywide Works Programme

Carriageway & Footway Maintenance including Cycle Paths

Works	2025/26	2026/27	2027/28
Contact Officer: Jon Clarke			
Countywide capitalised road patching	£		2,474,312
Minor capital schemes	£		1,546,785
Countywide Surface Treatment programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£		8,056,524
Preparation for surface treatment schemes, as above	£		1,726,398
Additional surface treatment programme - Schemes being identified	£		5,802,808
Countywide Retread programme - Schemes being developed	£		2,855,600
Countywide safety fence renewals - programme for future years to be developed from latest condition inspections	£		1,200,000
Countywide footway slurry seal programme - current schemes listed under District/City areas. Schemes for future years to be confirmed	£		1,500,000
Additional footway slurry sealing programme - Future schemes being identified	£		6,000,000
Additional footway resurfacing programme - Schemes for future years to be confirmed	£		6,000,000
Contact Officer: Josh Rutherford / Barry Wylie			
Drainage Improvements - Schemes listed under District/City areas. Schemes being designed or under development for later years.	£		3,000,000
Survey, Investigation and design for schemes	£		960,000
	£		**41,122,426**

Rights of Way

Maintaining the Rights of Way network

Works	2025/26	2026/27	2027/28
Contact Officer: Gareth Guest / Jon Clarke			
Fund to repair, replace and upgrade bridges as a result of inspections	£		224,419
Signage as a result of Definitive map changes	£		4,500
	£		**228,919**

Bridge Strengthening

Works	2025/26	2026/27	2027/28
Contact Officer: Gareth Guest			
Programme for future years to be developed from ongoing condition inspections (Principal and General Inspections)	£		6,413,103
	£		**6,413,103**

Traffic Signal Replacement

Works	2025/26	2026/27	2027/28
Contact Officer: Richard Ling			
Design for future years schemes	£		77,781
Signalised crossing/junction upgrades for future years to be confirmed	£		1,495,060
	£		**1,572,841**

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	2025/26	2026/27	2027/28
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 and other technology to better inform the public on our highway network conditions	£		500,241
	£		**500,241**

Smarter Travel Management - Real Time Bus Information

Provision of real time passenger information for the bus network.

Works	2025/26	2026/27	2027/28
Contact Officer: N/A			
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	£		354,000
	£		**354,000**

Integrated Transport Block Funding Allocation 2023-24

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director for Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2023/044
Outcome:	Consider and approve the proposed allocation of the £3.215m Integrated Transport Block (ITB) funding for 2023-24.
Recommendation:	The Committee is recommended to:

a) approve the proposed allocation of the Integrated Transport Block funding for 2023-24 subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority;
b) note the different approaches being taken to the development and delivery of 20mph zones from the Transforming Cities Fund (TCF) and the Integrated Transport Block due to the constraints of time for spend from the TCF; and
c) delegate to the Chair and Vice Chair in consultation with Democratic Services and the Director of Highways and Transport the nomination of County Council representatives for Member Steering Groups for the review of:
    i. the Transport Strategy for East Cambridgeshire and
    ii. the Transport Strategy for Cambridge and South Cambridgeshire

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Email: cathryn.rutangye@cambridgeshire.gov.uk
Tel: 01223 715532

Member contacts:
Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk / Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 As Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority (CPCA) 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 and to Peterborough City Council to spend. The proposal in this report is on the basis that the ITB grant is again passed to the County Council for the 2023-24 financial year. This report addresses three main areas:

- The allocation of the ITB funding for 2023-24 to budget headings, and allocation of the budget for Delivering Transport Strategy Aims to projects
- The revised approach to delivering the county-wide 20mph speed reduction schemes
- The establishment of Member Steering Groups to guide work on strategy development in East Cambridgeshire and Greater Cambridge (under the Strategy Development and Integrated Transport schemes budget)

2. LTP Integrated Transport Block Funding Allocation

Integrated Transport Block budget headings

2.1 The ITB funding has been at the level of around £3.2m for many years. To use this relatively small amount of funding effectively, the ITB funding is allocated to a few targeted programmes to deliver local integrated transport projects. The allocation of the proposed 2023-24 ITB capital grant by budget headings is proposed as follows:

Integrated Transport Block Budget Heading	2023/24 allocation
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions. Note that there is a further £200k CCC's own fund for this programme.	£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 action 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.	£1.350m
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

Integrated Transport Block Budget Heading	2023/24 allocation
TOTAL	**£3.215m**

Delivering Transport Strategy Aims (DTSA) budget

2.2 The 'Delivering Transport Strategy Aims' budget heading is primarily used to deliver schemes identified in the Council's transport strategies.

2.3 For the past two years, a substantial amount of the DTSA budget has been invested in feasibility studies and early scheme development. Members of this Committee approved the commitment of DTSA funding to those developed schemes that are ready for delivery. See Appendix 1 for the proposed 2023-24 allocation to schemes.

DTSA and Transforming Cities Fund delivery of 20mph zones

2.4 Members of this Committee approved at its meeting on 8 March 2022 funding from this Integrated Transport Block to invest in the 20mph programme across the county. Based on known Local Highways Improvement schemes delivered in the past, £100k was allocated to implement this programme from the 2022-23 budget and up to £300k was committed over two years in 2023-24 (£150k) and 2024-25 (£150k).

2.5 The delivery of this programme in 2022-23 has been successful and there is a desire to support the area-wide roll out of 20mph zones.

2.6 The 20mph speed reduction schemes are included in a list of projects which CCC and CPCA have developed to make use of the Transforming Cities Fund (TCF) underspend. Members agreed at the 6 December 2022 Committee that £800k of the TCF funding should be allocated to the 20mph schemes for the 2023-24 programme of work.

2.7 The total allocation towards the 20mph zones programme will therefore be £1.2 million.

2.8 It is proposed that £150k is allocated towards 20mph delivery from the DTSA budget for the purpose of designing and delivering 20mph projects which have been applied for via the new 20mph process. This will be a rolling fund, allowing bottom-up applications and will be separate to the 20mph TCF programme which is a one-off allocation from the CPCA. It should be noted that the budget allocation for the new 20mph process is in line with the commitment approved by this Committee on 8 March 2022, as described in paragraph 2.3 above.

2.9 The 20mph TCF programme allowance of £800,000 has been allocated on the basis that work has to be complete on site by the end of March 2024. Once allowing for officer time and risk the remaining budget will be split across the thirteen scheme locations listed in Appendix 2, prioritising those areas with the largest population first. The amount spent on each project will vary depending on the individual site-specific requirements associated with each location.

2.10 It has been recognised that due to the tight spend deadlines associated with the TCF funding a different approach to delivery will have to be taken. Instead of the preferred bottom-up process where third parties are invited to apply for funding, a new approach has

been agreed in discussion with the Cross Party 20mph Member Working Group. The new approach will ensure that the programme is spread countywide to include schemes in all districts. The new approach should be as follows:

- All seven Market Towns are to be included in the 20mph programme.
- In addition, towns will be identified by population size, with the largest populations being included in the 20mph programme.
- Any remaining funding will then be allocated to those remaining towns using the same population criteria until all spent
-
- Note, in South Cambridgeshire, Cambourne and Histon were identified as suitable locations, although they aren't classed as towns.
- Note, in Cambridge City additions to the existing 20mph areas have also been agreed.

2.11 The proposed locations of the TCF funded 20mph programme are listed in Appendix 2 for H&T members to review and approve along with the expected budget allocation required to deliver each individual 20mph scheme. It should be noted by members of H&T that officers have approached each of those listed to confirm that they are interested in having a 20mph installed in their respective area.

2.12 Other 20mph locations countywide which are being worked on / installed via capital funding include the 13 projects previously removed from the 2022/23 Local Highway Improvement application process, and a city-wide 20mph scheme for Ely.

Strategy Development and Integrated Transport Schemes budget

2.13 Work will commence in financial year 2023/24 to review the transport strategies covering Cambridge / South Cambridgeshire (Greater Cambridge), and East Cambridgeshire. The Greater Cambridge Transport Strategy work will take place alongside the continued development of the Greater Cambridge Local Plan and will support that plan through the examination process.

2.14 Member Steering Groups (MSGs) will be established to guide the development of both strategies. The MSGs will be supported by officers from the relevant districts, and the Greater Cambridge Transport Strategy will also be supported by Greater Cambridge Partnership officers. It is expected that the MSGs will be setup after the elections in May 2023.

Alignment with corporate priorities

3.1 Environment and Sustainability

All schemes proposed for funding came from transport strategies which contribute towards cleaner, greener environment and sustainable use of resources.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority. All schemes proposed for funding came from transport strategies which contribute towards a better place for people to live, work and visit.

3.4 Children and Young People

Funding allocation set out in paragraph 2.1 will benefit children and young people indirectly through safer access to schools.

3.5 Transport

The whole report sets out the implications for this priority.

3. Significant Implications

3.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.1 and 2.3-2.6.

3.2 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.

3.3 Statutory, Legal and Risk Implications

Risks associated with scheme delivery will be managed by individual schemes.

3.4 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.

3.5 Engagement and Communications Implications

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

3.6 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.

3.7 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 Connectivity Plan.
- 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 2.1 to 2.6 contribute towards these objectives.

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

4.8.1 Implication 1: Energy efficient, low carbon buildings.
Neutral Status:
Explanation: There are no implications in this area

4.8.2 Implication 2: Low carbon transport.
Neutral Status:
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.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Neutral Status:
Explanation: A non-motorised route between Soham and Wicken will provide a new route across the fens with minimal impact on the local surroundings, and it will encourage non-motorised travel to the Wicken Fen reserve.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status:
Explanation: There are no implications in this area

4.8.5 Implication 5: Water use, availability and management:
Neutral Status:
Explanation: There are no implications in this area

4.8.6 Implication 6: Air Pollution.
Positive Status:
Explanation: Maintaining a level of investment in air quality monitoring will help to target areas with the most need for improvement.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Neutral Status:
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 Head of Procurement & Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes
Name of Officer: David Allatt

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: David Allatt

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

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

4. Source documents guidance

ITB Committee Paper, 8th March 2022 (see item no. 5.2)

CPCA Local Transport Plan (LTP) and draft **Local Transport and Connectivity Plan (LTCP)**

5.2 Location

Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)

Local Transport Plan - Cambridgeshire & Peterborough Combined Authority (cambridgeshirepeterborough-ca.gov.uk)

Appendix 1: Proposed Delivering Transport Strategy Aims DTSA allocation

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
N/A	Countywide	Countywide - Minor walking, cycling and bus stop facility improvements	To be confirmed	£50,000	£50,000 per year	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 - Continue to develop and implement the countywide 20mph programme by allowing applications countywide.	To be confirmed	£150,000	£150,000 2024/25	A commitment of £400k over 3 years was approved in March 2022 with £100k for 2022/23, and £150k each for 2023/24 and 2024/25.
1062	Hunts.	Buckden Road Brampton - Provision of shared use route for pedestrians and cyclists along B1514 Buckden Road southbound and a crossing facility within the 30-mph speed limit	To be confirmed	£275,000	-	£108k was allocated for 2022-23, along with £100k HDC Community Infrastructure Levy (CIL). Further work on design and inflation have revealed a higher target cost. Revised scheme cost £571k. The Parish Council is providing £88k from the Parish CIL. Proposing a further £275k DTSA to meet the funding gap.

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
930 & 192	South Cambs.	Improve pedestrian and cyclist crossing facilities at the northeast and northwest quadrants of the B1049 / A14 Histon junction, and at the B1049 Cambridge Road junction with Bridge Road or by The Coppice Path	To be confirmed	£200,000	£185,000	A total of £300k funding was allocated in 2021/22 and 2022/23 to develop and design the two schemes together. Preliminary design has been completed and detailed design will be completed for construction to commence in 2023/24. It is proposed to allocate £385k for construction over two years.
895, 43, 603	Cambridge	Eddington to Girton - Improved foot and cycle links and crossings	To be confirmed	£200,000	-	A total of £204k funding was allocated in 2021/22 and 2022/23 to develop and design the three schemes together. Preliminary design has been completed and detailed design will be completed for construction to commence in 2023/24. It is proposed to allocate a further £200k to complete the construction.
486	East Cambs.	Cycle Route Soham to Wicken Fen - Design & build off-road route option connecting to NCN 11 (TIP 486). This is to include wayfinding signs from Soham Station to start of NMU route to Wicken	To be confirmed	£100,000	£200,000 (provisional)	£40k was allocated in 2021/22 for the development of both schemes, which are in the Local Cycling and Walking Infrastructure Plan (LCWIP).

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
						It is proposed to allocate a further £100k to further develop the scheme and proceed to construction following detailed design and consultation. Construction is expected to start in 4Q 2023/24. This is subject to legal agreements, as funding is confirmed from CPCA £325k awarded to Soham TC; and ECDC £800k.
145	South Cambs.	B1046, between Comberton Village College and Hardwick Road, Toft Cycleway improvement	To be confirmed	£50,000	To be confirmed	£40k was allocated in 2022/23 to develop and design the scheme. Surveys have been completed. It is proposed to allocate a further £50k in 2023/24 to undertake preliminary and detailed design. Further funding for construction in 2024/25 will be confirmed.
418	Fenland	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout Footway / Cycle Crossing Improvement	To be confirmed	£50,000	To be confirmed	This scheme has S106 funding Land at the Showfields. £50k for feasibility and design.
251	South Cambs.	Rampton to Cottenham widening of existing path alongside Church End Rampton Road - Cycleway improvement	To be confirmed	£45,000	To be confirmed	Recommend funding for further scheme design.

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
920	East Cambs.	C315 Market St junction Lynn Rd, Ely - Safety improvements to junction. Includes accident report, options report and some pre-liminary design work	To be confirmed	£25,000	To be confirmed	Scheme development £25k
311	Hunts.	Consider modal filter on town bridge to significantly reduce traffic within Godmanchester; implement further traffic calming measures through Godmanchester	To be confirmed	£40,000	to be confirmed	Scheme development £40k
377	Fenland	March, NCN Route 63 between Twenty Foot Rd and Long Drove	To be confirmed	£25,000	To be confirmed	Scheme development £25k
171	South Cambs.	Duxford Road, Whittlesford - Improve access to Railway Station and school (NCN Route)	To be confirmed	£40,000	to be confirmed	Scheme development £40k
1050	Fenland	Doddington to March - Explore traffic calming measures through Doddington inc. toucan crossing. Explore installation of a shared use path along one side of the B1093 with solar studs Doddington to Wimblington A141. Explore traffic calming	To be confirmed	£100,000	£300,000 (provisional)	£50k required to deliver the signalised crossing near the school - the crossing already has £60k LHI funding and the Parish Council are contributing £70k towards the project over 25yrs, £45k upfront. Additional £50k to explore other traffic calming measures.

TIP ID	District	Location and description of scheme	Scheme Cost	Proposed 2023/24 Funding	Proposed Future Years Funding	Comments
		measures through Wimblington. Explore safety improvements at roundabout crossing point. Lambs Hill Drove - Neale-Wade Community College: consider advisory on-road cycle lanes and removal of centre line.				
			Total	**£1.350M**		

Appendix 2: Proposed 20mph scheme locations and expected costs

Proposed Location	District/City	Population (2011 data)	Expected Costs
Cambridge City	Cambridge City	123,900	£100,000
Wisbech (market town)	Fenland	31,573	£62,000
St Neots (market town)	Huntingdonshire	30,252	£62,000
Huntingdon	Huntingdonshire	23,937	£62,000
March (market town)	Fenland	21,051	£48,000
St Ives (market town)	Huntingdonshire	16,384	£50,000
Whittlesey (market town)	Fenland	12,745	£38,000
Chatteris (market town)	Fenland	10,298	£43,000
Soham	East Cambridgeshire	9,165	£54,000
Cambourne	South Cambridgeshire	8,186	£50,000
Littleport	East Cambridgeshire	7,935	£32,000
Histon	South Cambridgeshire	7,866	£48,000
Ramsey (market town)	Huntingdonshire	7,829	£34,000
Total expected scheme cost			**£683,000**
Officer fees and contingency across all schemes			£17,000
Total expected programme cost (TCF funded)			**£800,000**

Roundabout and Highways Asset Sponsorship Re-Procurement

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director for Place and Sustainability
Electoral division(s):	All
Key decision:	No
Forward Plan ref:	N/A
Outcome:	To approve procurement of a new provider for the management of advertising on roundabouts and highways assets including associated maintenance. Currently known as Highways Roundabout Sponsorship
Recommendation:	The Committee is recommended: a) To approve the procurement of a new provider for Roundabout and Highways Asset Sponsorship. b) To agree that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee can award and execute a contract once the procurement process is complete.

Officer contact:
Name: Jon Munslow
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Member contacts:
Names: Cllr Alex Beckett/Cllr Neil Shailer
Post: Chair/Vice-Chair of Highways and Transport Committee
Email: alex.beckett@cambridgeshire.gov.uk
neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 The County Council as Highways Authority permits local businesses to sponsor roundabouts by paying for the placement of advertising signs on the roundabouts. The scheme is similar to many across the Country. Cambridgeshire County Council was one of the first authorities to adopt roundabout sponsorship. The model for the roundabout sponsorship is one where the council employs a specialised management company to manage the whole process on the Council's behalf. The management company markets CCC roundabouts; enters into contracts with sponsors; carries out vegetation maintenance and management on the roundabouts; erects and maintains the advertising signs.

1.2 The current contract is worth around £275,000 per year to the Council. £250,000 in maintenance works undertaken by the provider and £25,000 direct income.

1.3 Currently 120 roundabouts are managed under the sponsorship scheme.

1.4 The current contract commenced in 2013. It ends in March 2024. Notice has been given to the incumbent that we intend to reprocure.

1.5 Soft market testing has been undertaken and the results are being analysed.

1.6 The new contract will, if approved commence in April 2024

2. Main Issues

2.1 The Council has recently changed its Policy on advertising. The new policy may affect costs and income to the council from the Roundabout Sponsorship

2.2 The compliance with the new advertising policy will be a core part of the new contract conditions and operation.

2.3 To help maximise the value of Roundabout Sponsorship the locations to be included will be reviewed as part of the procurement process with a view to adding in additional roundabouts, wide verges and other suitable locations and assets on the highway.

2.4 Cambridge City Council maintains a number of roundabouts across the city. Discussion with Cambridge City Council is taking place with a view to, if mutually beneficial, including these roundabouts in the new Roundabout Sponsorship.

2.5 The nature and required standard of any maintenance on the roundabouts will be included in the contract to ensure future maintenance supports Net Zero and Nature Recovery.

2.6 Bringing the Roundabout Sponsorship in house is being considered as part of this review and will be appraised alongside the results of the soft market testing. At this time in-house operation is estimated to cost more and carry increased risk when compared to engaging a management company with the specific specialism in this area.

2.7 If a new contract is not let the maintenance of roundabouts will fall back to the authority. It is estimated this will cost the authority circa £250,000.

2.8 The new Council advertising Policy; Net Zero commitment and ensuring value for money are key reasons for the soft market testing as part of the procurement process.

2.9 The intention is to seek a partner for a 5-year term with potential for extension of one x 2 years via an open tender procurement.

3. Alignment with corporate priorities

3.1 Environment and Sustainability
The new contract specifications for maintenance will ensure we maximise the contribution to nature recovery of roundabouts as green infrastructure.

3.2 Health and Care
The new sponsorship will comply with the Council's recently adopted advertising policy.

3.3 Places and Communities
The enhanced maintenance of the roundabouts under the scheme will contribute to a better public realm,

3.4 Children and Young People
There are no significant implications for this priority

3.5 Transport
The sponsorship of the roundabouts ensures a high standard of maintenance benefiting road users and communities.

4. Significant Implications

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

- Roundabout sponsorship provides a total benefit of around £275,000 to the Council. If the scheme is not continued this could result in a funding pressure of a similar amount every year from 2024.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The procurement will be fully compliant with our contract procedure rules. Once the results of the market testing have been analysed evaluation criteria will be drafted to include appropriate social value criteria.

4.3 Statutory, Legal and Risk Implications
There are no significant implications.

4.4 Equality and Diversity
Equality and Diversity Impact Assessments have been carried out. There are no significant impacts. Roundabout Sponsorship is carried out on a network wide basis

4.5 Engagement and Communications Implications
There are no significant implications for this priority

4.6 Localism and Local Member Involvement
There are no significant implications for this priority. Roundabout Sponsorship is carried out on a network wide basis.

4.7 Public Health Implications
There are no significant implications for this priority

4.8 Climate Change and Environment Implications on Priority Areas

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:
A new contract will enable us to specify maintenance activities are to be low carbon and contribute to nature recovery

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 Status:
There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:
Positive/**neutral**/negative Status:
There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status:
Well maintained green infrastructure on the highways supports better air quality in the immediate locality

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Positive/**Neutra**l/negative Status:

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 and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes
Name of Officer: Jon Munslow

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: Iain Green

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

5. Source documents guidance

5.1 Source documents

None

Agenda Item No: 14

Highways and Transport Corporate Performance Report

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Executive Director, Place and Sustainability
Electoral division(s):	All
Key decision:	No
Forward Plan ref:	Not Applicable
Outcome:	To provide the Committee with a performance monitoring information update.
Recommendation:	The Committee is asked to: Note performance information and suggest action as necessary.

Officer contact:
Name: Rachel Hallam
Post: Research Manager, Business Intelligence Service
Email: Rachel.Hallam@cambridgeshire.gov.uk
Tel: 07770 282116

Member contacts:
Names: Councillors Beckett and Shailer
Post: Chair/Vice-Chair
Email: alex.beckett@cambridgeshire.gov.uk
neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 The Council adopted a new Strategic Framework and Performance Management Framework in February 2022, for the financial year 2022/23. The new Performance Management Framework sets out that Policy and Service Committees should:

- Set outcomes and strategy in the areas they oversee.
- Select and approve addition and removal of Key Performance Indicators (KPIs) for the committee performance report.
- Track progress quarterly.
- Consider whether performance is at an acceptable level.
- Seek to understand the reasons behind the level of performance.
- Identify remedial action.

1.2 Following a workshop with officers and H&T committee members, the Committee reviewed the previous KPI list in September 2022 to ensure that KPIs remain relevant, reliable, clear, fit for use and are balanced. The outcome was a revised list of 18 KPIs to be used to support the Committee with its performance management role moving forward.

1.3 This report, to be delivered quarterly, will provide an update on status of the 18 selected and agreed KPIs which track the performance of the services the Committee oversees.

1.4 Due to the amount of work needed in developing methodologies and collection of the data for the new suite of KPIs, this report focuses on the progress to developing the five KPIs in the list which will form the Strategic Key Performance Indicators (SKPIs) for tracking of committee corporate priorities to Strategy and Resources Committee.

1.5 The report covers the period of quarter three 2022/23, up to the end of December 2022.

1.6 The full report is in Appendix 1.

2. Main Issues

2.1 The Highways and Transport Committee agreed the Key Performance Indicators (KPIs) set in September 2022. This contained 18 KPIs, of which 5 are SKPIs.

2.2 There are still a number of strategic indicators which are identified as in development, and not all strategic indicators have targets. This is because data collection methodology and targets for these SKPIs are being developed or performance is currently being tracked in order to inform the target setting process.

2.3 Current performance of the SKPI indicators monitored by the Committee is as follows:

Status	Number of KPIs	Percentage of KPIs*
Red	1	20%
Amber	0	0%
Green	0	0%
Blue	0	0%
Baseline	1	20%
Contextual	0	0%
In Development	3	60%
Suspended	0	0%

**Figures may not add to 100 due to rounding.*

2.4 Commentary on the indicators is as follows:

2.3.1 There is one red indicator for commentary this quarter:

- **Indicator 43: Killed or seriously injured casualties (12 month rolling total).**

This indicator relates to supporting monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of having no human being killed or seriously injured as the result of a road collision by 2050 and is linked to the service priority of delivering safe roads for Cambridgeshire. Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act to 'take steps both to reduce and prevent accidents'.

The indicator is collated by the council's Business Intelligence Service using information derived from Stats19 data collection. The STATS19 database is a collection of all road traffic accidents that resulted in a personal injury and were reported to the police within 30 days of the accident.

It is important to note that the figures for 2022 remain provisional and include accidents that may later be removed due to being confirmed as suicides or medical episodes. The current number is likely to decrease as investigations conclude.

Fatal collisions are rising nationally, and Cambridgeshire is seeing increases in killed or seriously injured casualty numbers. The Council will be taking a wider view in the context of Department for Transport (DfT) guidance and are awaiting the new DfT Road Safety Framework and the Roads Policing Review alongside this.

Locally, the following actions are being put in place by the service to improve this indicator:

- A local area quarterly review board will be established in 2023, to include the Police Serious Collision Investigation Unit, County maintenance officers, county intelligence analysts, communications and the road safety team to identify patterns/trends and identify any lessons to be learned.

- Council officers will analyse the data at greater depth to increase understanding of factors (i.e., causes, high risk groups), helping to inform interventions and campaigns.

- Council officers have worked with the Cambridgeshire and Peterborough Combined

Authority (CPA) to ensure that Road Safety forms a key pillar of the Local Transport Plan, with supporting actions to match. This will allow the Council to better lever in CPCA funding in supporting the delivery of Vision Zero objectives. The CPCA has reassigned over £1m of its Transforming Cities Funding to road safety interventions.

- The Council is in the process of procuring iRAP assessments on the County's strategic network – a proactive route-based approach to road safety. This will be a risk-based review of our A roads, irrespective of collision statistics that will aim to create more forgiving roadsides such that crashes are avoided or in the event of a collision the severity is significantly reduced. This should not only improve the casualty record on our major routes but by reducing delays associated with more serious incidents it will reduce the likelihood of drivers 'rat running' through local roads they may be less familiar with to make up time and which may not be suitable for higher volumes of traffic.

We also continue to support our residents locally. In Cambridgeshire there is the Road Victim's Trust who support anyone who has been affected by a fatal road traffic collision. This provides a vital support network. It is free, not time limited and is the only one in the Country.

2.3.2 There is one strategic indicator in development which does not form part of the full appendix report. This is:

- **Indicator 149 - major infrastructure projects being delivered to agreed programmes and budgets** – this project delivery SKPI will measure cost and programme against a baseline. It is intended to measure where a financial and programme baseline is set, the cumulative percentage of projects that are on time and within budget.

  The project delivery team are in the process of developing and maturing the data in the corporate project management system so that reports can be run against both key dates and forecast costs. The system will be capable of pulling data early in the new financial year for accurate reporting.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

• The indicators proposed here provide an overview of performance in key priority areas, to enable appropriate oversight and management of performance.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

There are no significant implications for this priority.

4. Source documents guidance

4.1 Source documents

CCC Performance Management Framework

Produced on: 13 January 2023

Performance Report

Quarter 3

2022/23 financial year

Highways and Transport Committee

Business Intelligence
Cambridgeshire County Council
business.intelligence@cambridgeshire.gov.uk

Key

Cambridgeshire County Council

Data Item	Explanation
Target / Pro Rata Target	The target that has been set for the indicator, relevant for the reporting period
Current Month / Current Period	The latest performance figure relevant to the reporting period
Previous Month / previous period	The previously reported performance figure
Direction for Improvement	Indicates whether 'good' performance is a higher or a lower figure
Change in Performance	Indicates whether performance is 'improving' or 'declining' by comparing the latest performance figure with that of the previous reporting period
Statistical Neighbours Mean	Provided as a point of comparison, based on the most recently available data from identified statistical neighbours.
England Mean	Provided as a point of comparison, based on the most recent nationally available data
RAG Rating	• **Red** – current performance is off target by more than 10% • **Amber** – current performance is off target by 10% or less • **Green** – current performance is on target by up to 5% over target • **Blue** – current performance exceeds target by more than 5% • **Baseline** – indicates performance is currently being tracked in order to inform the target setting process • **Contextual** – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target. • **In Development** - measure has been agreed, but data collection and target setting are in development
Indicator Description	Provides an overview of how a measure is calculated. Where possible, this is based on a nationally agreed definition to assist benchmarking with statistically comparable authorities
Commentary	Provides a narrative to explain the changes in performance within the reporting period
Actions	Actions undertaken to address under-performance. Populated for 'red' indicators only
Useful Links	Provides links to relevant documentation, such as nationally available data and definitions

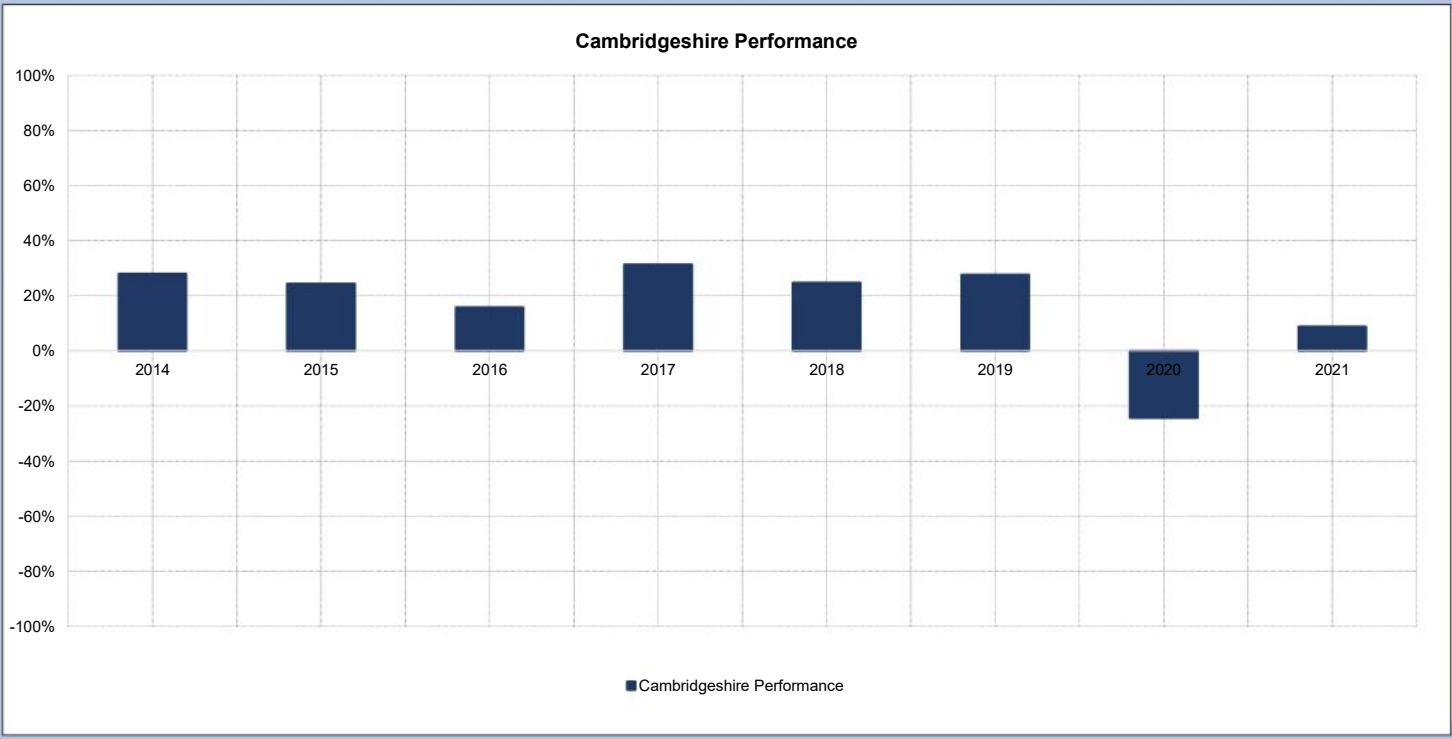
Indicator 32a: Growth in cycling from a 2013 baseline

Return to Index January 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↑	8.7%	-24.3%	Improving

RAG Rating

In Development



Indicator Description

This indicator shows the level of growth in cycling. It shows % changes from a 2013 baseline, rather than showing the proportion of the population that cycles.

Data is sourced from annual traffic surveys that are carried out at key points across the county, including in the county's Market Towns and in and around the city of Cambridge.

Commentary

The Department for Transport has set an aim to double cycling rates by 2025.This indicator will help to understand whether cycling trends are increasing, which also links to the vision to increase rates of Active Travel.

Cambridgeshire has historically had high rates of cycling. However, rates of cycling in recent years has decreased, likely influenced by the COVID-19 pandemic. When compared to 2013, 2020 saw a large decrease in cycling rates (-24%), likley linked to the COVID-19 pandemic and the two national lockdowns during the year which led to reductions in travel, for example for school, work and leisure. 2021 cycling volumes saw an increase from 2020 and were 9% above 2013 volumes.

This datset currently uses data from the annual traffic monitoring surveys undertaken at key points across the county each year. The figures in this report consider only those sites which have been used consistently between 2013 and 2022 (e.g. if sites have been added or removed during this period, the data from these sites has not been included in any year, so results are consistent across the period). Future iterations of this indicator could aim to improve the breadth of cycling data to include other data sources such as cycling data from permanent traffic monitors, in particular as these permanent monitors begin to be used not just in Cambridge but across the county.

Useful Links

Actions

Indicator 32b: Growth in walking from a 2013 baseline

Return to Index January 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↑	11.7%	-4.7%	Improving

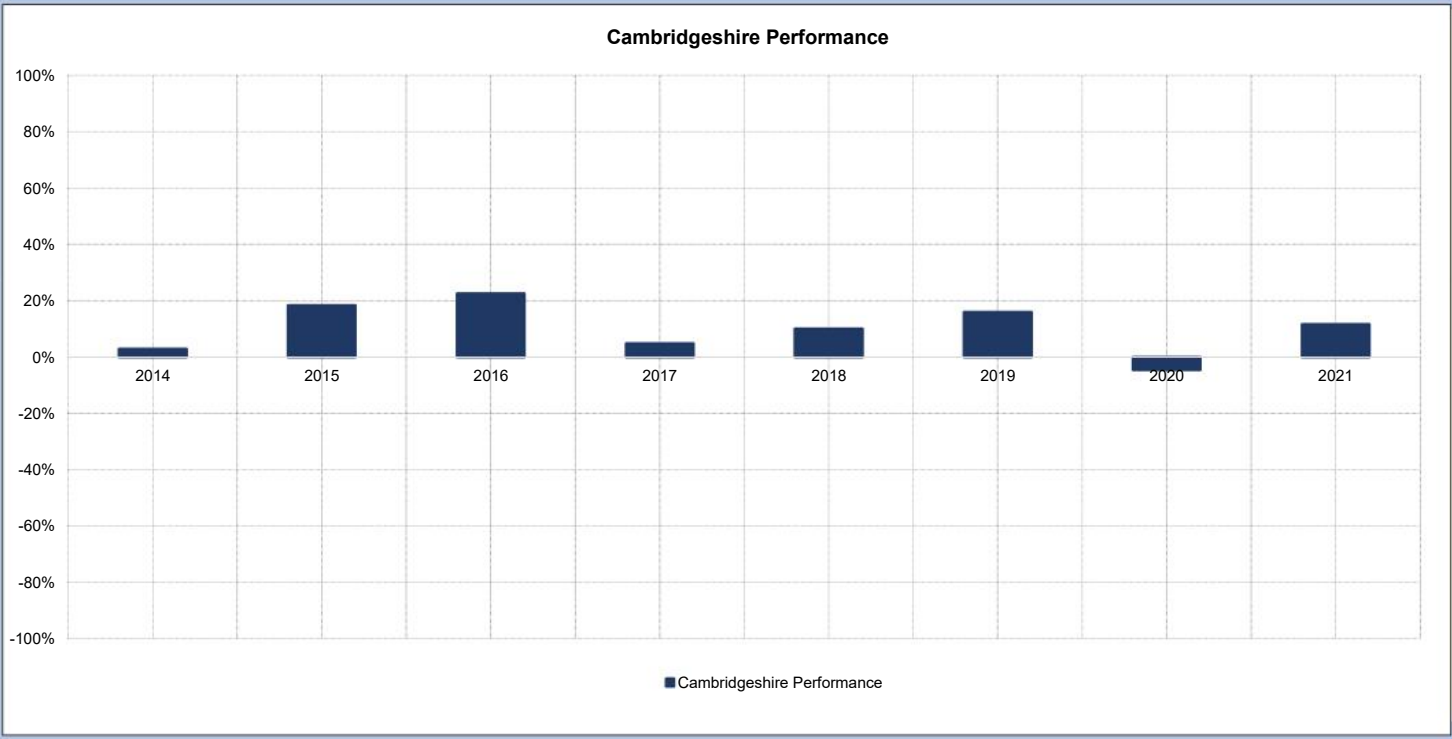
RAG Rating

In Development

Indicator Description

This indicator shows the level of growth in pedestrians. It shows % changes from a 2013 baseline, rather than showing the proportion of the population that walks.

Data is sourced from annual traffic surveys that are carried out at key points across the county, including in the county's Market Towns and in and around the city of Cambridge.



Commentary

This indicator will help to understand whether walking trends are increasing over time, which links to the vision to increase rates of Active Travel.

When compared to 2013, 2020 saw a decrease in pedestrian rates (-5%), likley linked to the COVID-19 pandemic and the two national lockdowns during the year which led to reductions in travel, for example for school, work and leisure. However, pedestrian volumes have increased since 2020 and are in 2021 were +12% above 2013, which is similar to 2018.

This datset currently uses data from the annual traffic monitoring surveys undertaken at key points across the county each year. The figures in this report consider only those sites which have been used consistently between 2013 and 2022 (e.g. if sites have been added or removed during this period, the data from these sites has not been included in any years so results are consistent across the period). Future iterations of this indicator could aim to improve the breadth of cycling data to include other data sources such as cycling data from permanent traffic monitors or footfall data from major towns and cities in the region.

Useful Links

Actions

Indicator 39: The percentage of the A/B/C/U road network in green/amber/red condition

Return to Index January 2023

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
	↓			

RAG Rating

Baseline

Indicator Description

This indicator shows the general overall condition of our road network. The indicator shows A,B,C and Unclassified roads separately and rates them by percentage - Red (not good) Amber (ok) Green (Good).

RED category is where there would be defects and potholes in the surface and loss of structural stability.

AMBER is where there are signs of wear in the surface.

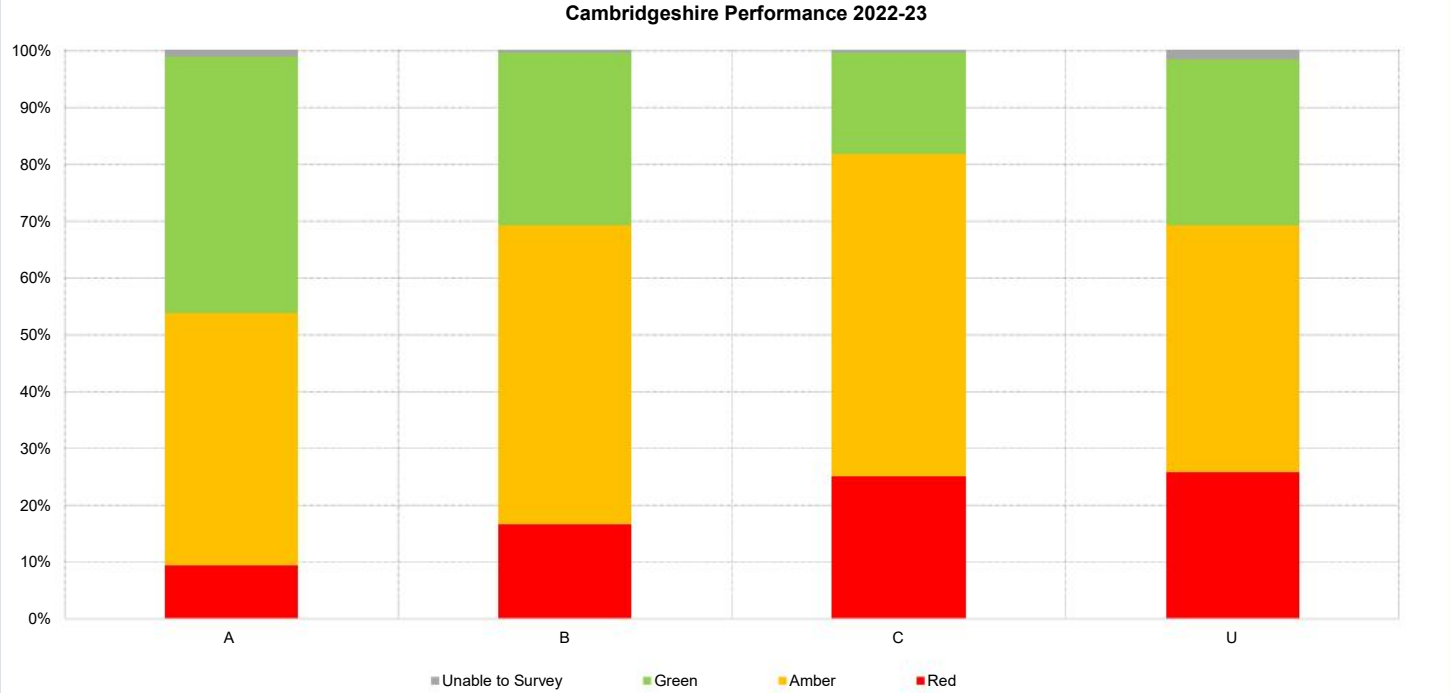
GREEN is where it is sound without surface defects that drivers would notice.

Generally we aim to keep as much of the network in the Amber/ Green category directing our resources to treating the Amber as this is more cost effective than letting a location reach RED which requires more expensive and extensive repair.

Data is from our Road Condition Surveys, the next of which will take place in September 2023.

Polarity is Low Red and High Green = Good

Useful Links



Commentary

As at the 2022-23 survey, 9.35% of the Local Authority's A road network, 16.51% of the B road network, 25.06% of the C road network and 25.78% of the U road network is considered red condition.

The Highways and Transport Service have recently moved to using a different assessment method for road condition. The new method enables CCC to obtain more value for the survey data and provides additional benefits in wider asset management approach. It also gives a more accurate indication of overall network condition.

Actions

Indicator 43: Killed or seriously injured casualties (12 month rolling total)

Return to Index January 2023

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
217	↓	318	323	Improving

RAG Rating

Red

Indicator Description

Killed and seriously injured casualties is derived from Stats19 data.

It is measured by the number of all people of all ages reported killed or seriously injured on Cambridgeshire roads over a 12 month rolling total.

This indicator includes casualties who were fatally or seriously injured only. These include:

1. Fatal casualties who sustained injuries that caused death less than 30 days after the accident. Confirmed suicides are excluded.

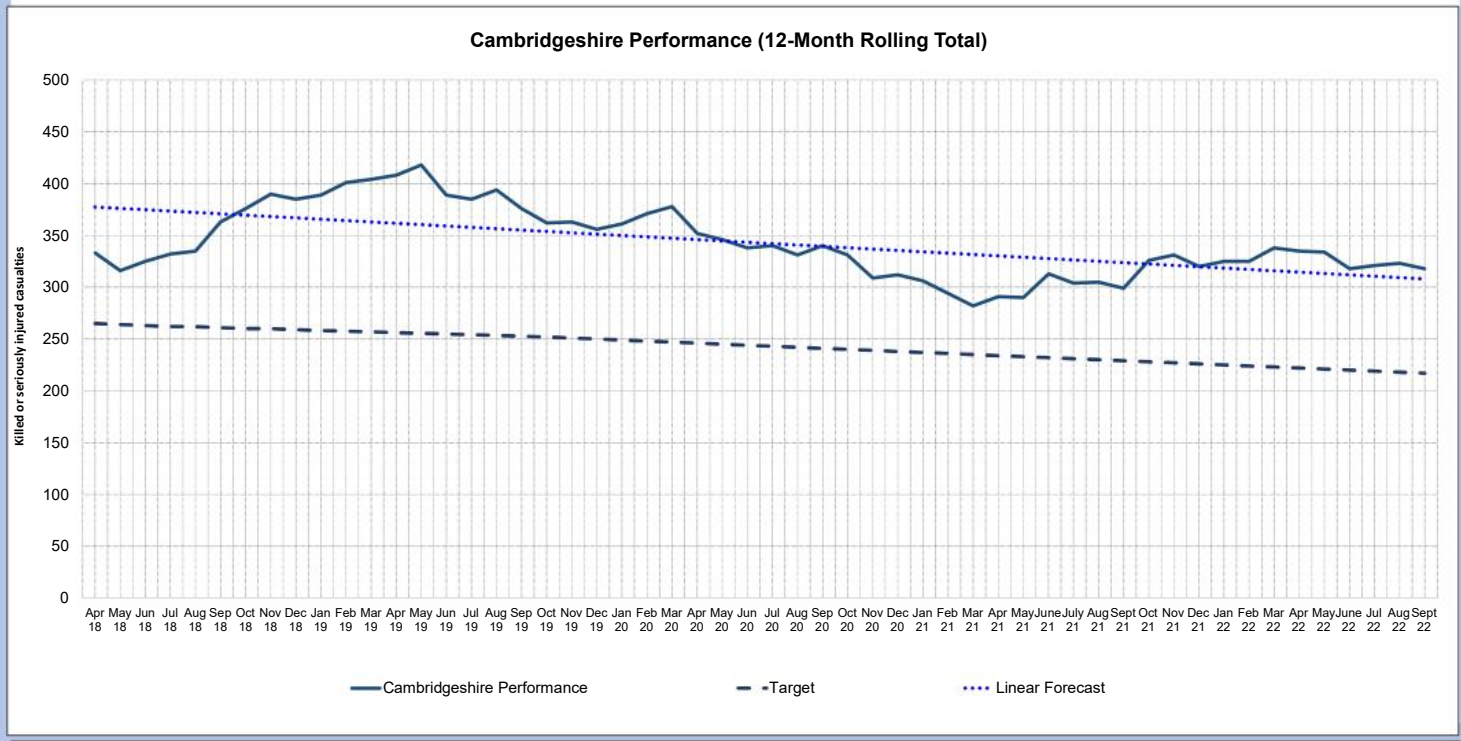
2. Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.

3. Casualties recorded as seriously or slightly injured by the police based on information available a short time after the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Useful Links

The local area benchmarking tool from the Local Government Association

Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data



Commentary

Collision data is supplied by Cambridgeshire constabulary.There may be small differences in the historic monthly numbers since the last iteration of this report due to validation process by the DfT. Figures for 2022 are still provisional and may include accidents not confirmed as road traffic collisions by the DFT, such as suicides and medical episodes.

This indicator directly supports monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of having no human being killed or seriously injured as the result of a road collision by 2050 and is linked to the service priority of delivering safe roads for Cambridgeshire.

The KSI casualty rolling total has decreased from the start of 2022 but the rolling annual total remains well above the target of 217 for September 2022, with a rolling total of 318.

This indicator is being developed in line with national measure for KSI per km of road.

Actions

Indicator 149: Major Infrastructure projects being delivered to agreed programmes and budgets

Return to Index January 2023

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
		-	-	

RAG Rating

In Development

Indicator Description

Commentary

Useful Links

Actions

Indicator 238: Changes in traffic flows across Cambridgeshire from a 2013 baseline

Return to Index January 2023

Target	Direction for Improvement	Current Year (2021)	Previous Year (2020)	Change in Performance
Contextual	↓	-9.9%	-26.8%	Declining

RAG Rating

Contextual

Indicator Description

This indicator considers traffic volumes based on annual surveys undertaken across Cambridgeshire. Data from three annual surveys has been included: Cambridge Radial Cordon, River Cam Screenline and Market Towns survey.

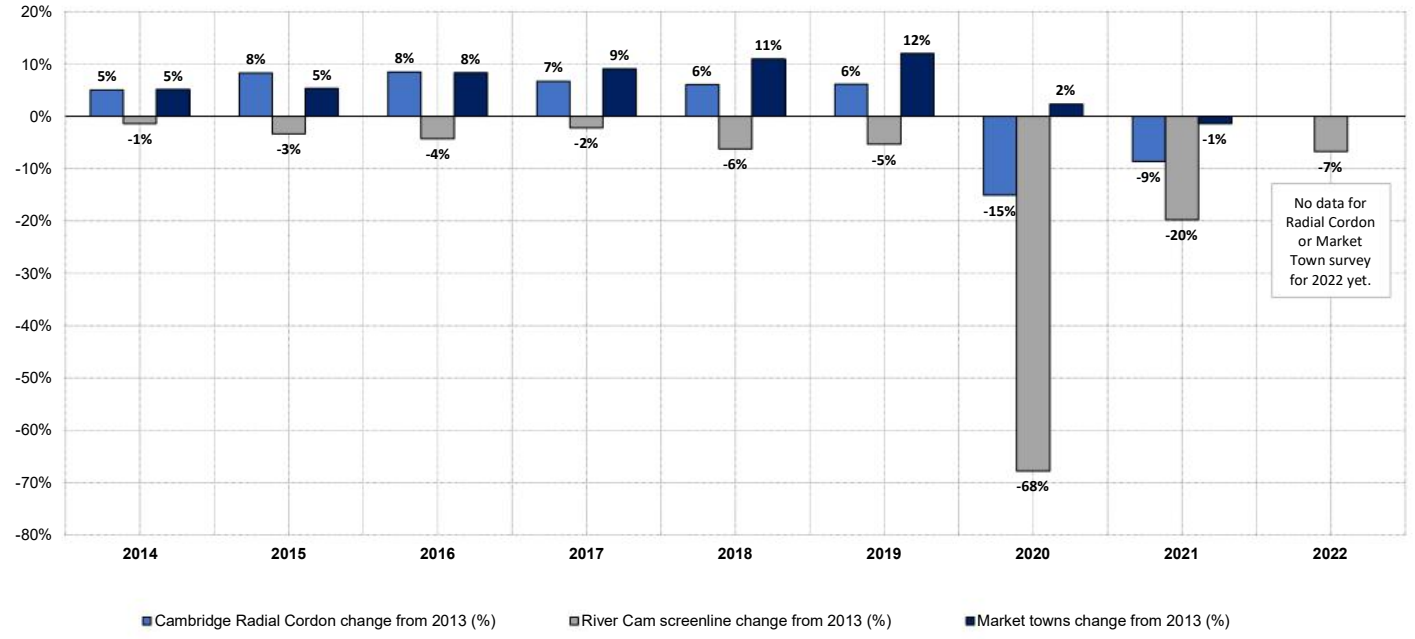
The indicator shows the % change in traffic volumes from a 2013 baseline.

Data for the Radial Cordon and Market Town surveys is collected in October/November each year. Indicator percentages above are based on the last full year of data, in this case the 'current year' is 2021 and the 'previous year' is 2020.

Useful Links

Traffic Monitoring Report (cambridgeshireinsight.org.uk)

Cambridgeshire Performance



Commentary

Cambridge Radial: This survey monitors the number of motor vehicles entering and leaving Cambridge in a 12 hour day (7am to 7pm). The survey is usually undertaken in October.
River Cam Screenline: This survey monitors the number of motor vehicles every 12 hour day (7am to 7pm) across the River Cam screenline. The survey is usually undertaken in April.
Market Town Survey: This survey monitors the number of motor vehicles that pass through Cambridgeshire market towns in a 12 hour day (7am to 7pm). The Market Towns surveyed are: Huntingdon, Wisbech, St. Neots, St. Ives, Ely, March, Whittlesey, Ramsey and Chatteris. The survey is usually undertaken in October/November.

Whilst traffic volumes remained fairly stable between 2014 and 2019, a distinct decrease can be seen in 2020 in all surveys, likely attributable to the impacts of the COVID-19 pandemic. 2021 traffic flow volumes increased for the Radial Cordon Sruevy and the River Cam Screenline Survey but the Market Towns survey continued to decrease from the 2014 baseline.

Actions

Agenda Item No: 15

Finance Monitoring Report – January 2023

To:	Highways and Transport Committee
Meeting Date:	7th March 2023
From:	Steve Cox – Executive Director, Place & Sustainability Tom Kelly – Service Director, Finance & Procurement
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 January position for 2022/2023.
Recommendation:	The Committee is asked to:- (a) Review, note and comment on the report; (b) Recommend to the Strategy and Resources Committee to approve an updated capital budget profile for the A14 contributions whereby £2.08m of budget is transferred from 2022/23 to Years 24 and 25 of the payment profile; and (c) Recommend to the Strategy & Resources Committee that a scheme to widen the guided busway (southern section), budgeted to cost £2.89m, is added to the Council's business plan 2023-24, for the reasons set out in the confidential appendix.

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Member contacts:
Names: Cllr Alex Beckett / Cllr Neil Shailer
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Tel: 01223 706398

1. Background

1.1 The appendix attached provides the financial position for the whole of Place & Sustainability Directorate, 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.

1.2 This report is intended to give Committee an update on the financial position of Place & Sustainability Directorate and detail forecast pressures and underspends across the different services and an explanation for variances.

2. Main Issues

2.1 Revenue: Across Place & Sustainability Directorate, there is a forecast overspend of £214K at the end of January, and the main factors are:-

Street lighting (-240K): It was agreed to allocate £1,051K to reflect the estimated 80% Streetlighting energy inflation from October 2022 . The forecast now reflects the discount that is being applied to the energy rates in the period October 2022 to March 2023 in line with the application of the Governments Energy Bill relief scheme.

Traffic Management (-£560K): Income from road opening and closure fees are currently forecast to be higher than the budgeted figure.

Park & Ride (+£665K): There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence and safety measures on the southern section of the busway. Also access charge income has not yet recovered to pre-Covid levels.

Parking Enforcement (+£407K): Income is projected to be lower than the budget because it has not yet returned to pre-covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line. The forecast also includes the £150k contribution to the Civil Parking implementation costs in Districts.

Lost sales, fees and charges (-£700K): the temporary budget of £700K is used to offset the residual reduction in income due to covid, and offsets the resultant forecast overspends elsewhere across P&S.

2.2 A savings tracker, detailing progress of implementation of the savings approved in the Business Plan, as at end of quarter three, is shown within the Finance Monitoring Report

2.3 Capital: The main changes in capital forecast variances are detailed below:-

- **Local Infrastructure Improvements (-£393K**): The majority of the work for these schemes has been committed but it is expected that a certain amount of expenditure will fall into next financial year.

- **Safety Schemes (-£1,230K):** The majority of the budget relate to 2 schemes, Puddock Road Ramsey and Swaffham Heath Crossroads. For both of these schemes it is expected that the majority of construction work will take place next financial year.
- **DTSA – Highway Schemes (-£814K**): the following projects in the programme will be delayed due to a mixture of legal and landownership issues (A605 Elton NMU, Merivale Way Ely), roadspace requirements and having to work over the easter holidays (Maids Causeway, A603 Barton Road, Ely City 20mph, PROW improvements in Brampton) or delays caused by third parties (20mph Quick Win projects).
- **Carriageway & Footway Maintenance incl Cycle Paths (-£720K):** Network constraints mean the A505 VRS budget (£950k) will likely only be around 50% spent in year, with work starting in February and running through to May 23, so £500k is projected to carry into Q1 23/24. Also, a number of smaller schemes have been delayed from March to June 2023 (£200k).
- **Bridge Strengthening (+£214K):** Barrington Footbridge cost increase is due to unforeseen issues on site requiring more extensive works and Alconbury Service Road Viaduct has significant increase in materials costs plus increased extent of scheme.
- **March Area Transport Study (-£298K):** This is due to utility costs not being due until commencement of work and this will be in next financial year.
- **St Ives Local Improvements (-£927K):** Design work is currently being undertaken and it is not expected that any construction will take place until next financial year.
- **Scheme Development for Highways Initiatives (-£374K):** Funding was allocated to enable scheme development for new schemes, however this year limited new schemes have been identified that require scheme development work. It is therefore expected that the balance of funding will roll forward into next year.

2.4 The Highways Maintenance Restructure (currently out to consultation) proposes the creation of additional Cambridgeshire employed highways staff posts totalling £763K pa. This will be funded through the appropriate charging of staff time to the capital maintenance budgets, providing greater clarity of projects costs across capital and revenue budgets, and will not require any changes to the capital budgets.

2.5 The Council committed to contribute a sum of £26m towards the A14 improvements over 25 years. It was previously agreed that payments would commence in 2020/21 and amounts were reserved to fulfil this commitment. However, the Department for Transport has now advised that the first payment will be collected in this financial year. To adjust for this, Strategy and Resources Committee will be asked to approve an updated budget profile whereby £2.08m of budget is transferred from this financial year to the updated Years 24 and 25. The figures contained within the Finance Monitoring Report assume this is approved by Strategy & Resources Committee.

2.6 It is proposed that Highways & Transport Committee recommend to the Strategy & Resources Committee that a scheme to widen the guided busway (southern section), budgeted to cost £2.89m, is added to the Council's business plan 2023-24, for the reasons set out in the confidential appendix (Appendix B).

3. Alignment with corporate priorities

3.1 Environment and Sustainability

There are no significant implications for this priority.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

This report details the financial position across Place & Sustainability.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications within this category

5. Source documents guidance

5.1 Source documents

None

Place & Sustainability Directorate

Finance Monitoring Report – January 2023

1. Summary

1.1 Finance

Category	Target	Section Ref.
Income and Expenditure	Balanced year end position	2
Capital Programme	Remain within overall resources	3

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2022/23 £000	Actual £000	Forecast Variance - Outturn (January) £000	Forecast Variance - Outturn (January) %
-700	Executive Director	609	-210	-700	-115
+234	Highways & Transport	29,044	23,723	-215	+1
+888	Planning, Growth & Environment	45,793	34,186	+890	+2
+270	Climate Change and Energy	-176	-565	+240	-136
-17	Community Safety & Regulatory	4,546	3,006	0	0
0	External Grants	-7,518	-5,289	0	0
+675	**Total**	**72,299**	**54,850**	**+214**	**+1**

In summary, P&S is now forecasting an overspend of £214K due to additional income from Traffic management, there are still pressures due to a shortfall in income from energy schemes because of delays, and also in Waste some rent and partnership contribution pressures. There is also a shortfall in income in parking and other services due to the residual impact of Covid but these are offset by the central budget allocated for this specific purpose.

The service level budgetary control report for January 2023 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
300	Parking Operations loss of income	257
150	Park & Ride loss of Income	-33
50	Planning Fee loss of Income including archaeological income	120
200	Guided Busway – operator income	186
700	**Total Expenditure**	**530**

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 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 £0.7m, and currently it is estimated that £0.53m is actually required.

2.2 Significant Issues

Budget Baselining

Since the approval of the 2022/23 Business Plan at Council in February some new pressures have been identified and these have been addressed by a budget re-set approved at Strategy & Resources Committee on 27th June. It has been agreed to allocate the following budgets to address inflationary / PFI pressures within P&S.

- Estimated Streetlighting energy inflation £1,051K
- Waste PFI inflation uplift £1,200K

In addition, it has been agreed by Strategy and Resources Committee to allocate £1,321K to the earmarked Waste Reserve for BATc works

The budgets and reserves within this report reflect these changes.

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

S&P has slightly exceeded its capital progamme variation estimate but with two months left there is likely to be further slippage on some schemes and so the Service is increasing its capital programme variation forecast by £3m. This is reflected in the figures in appendix 6.

The Council committed to contribute a sum of £26m towards the A14 improvements over 25 years. It was previously agreed that payments would commence in 2020/21 and amounts were reserved to fulfil this commitment. However, the Department for Transport has now advised that the first payment will be collected in this financial year. To adjust for this, Strategy and Resources Committee will be asked to approve an updated budget profile whereby £2.08m of budget is transferred from this financial year to the updated Years 24 and 25. The figures contained within this report assume this is approved by Strategy & Resources Committee.

Details of all the changes are shown within appendix 6.

Expenditure

Highways Maintenance Expenditure in a number of areas is low at present. This is due to a number of schemes being programmed for late in the year due to road space availability, as well as staff resource pressures in the service causing design and costing to be later than expected. The service remains confident of delivery with road space booked up to the full budget level and the works in the contractors' programmes. The programme is slightly over-committed versus budget to allow for some degree of slippage to take place.

Funding

All other schemes are funded as presented in the 2022/23 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 2022/23 £000's	Actual January 2023 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
	Executive Director				
0	Executive Director	-91	-210	0	0%
-700	Lost Sales, Fees & Charges Compensation	700	0	-700	-100%
-700	**Executive Director Total**	**609**	**-210**	**-700**	**-115%**
	Highways & Transport				
	Highways Maintenance				
0	Asst Dir - Highways Maintenance	165	175	-2	-1%
3	Highway Maintenance	10,758	8,287	23	0%
-54	Highways Asset Management	505	514	-95	-19%
0	Winter Maintenance	2,833	1,739	39	1%
2	Highways – Other	-589	-700	-98	-17%
	Project Delivery				
0	Asst Dir - Project Delivery	200	270	0	0%
-13	Project Delivery	2,633	2,701	-13	-1%
-279	Street Lighting	11,926	8,661	-240	-2%
	Transport, Strategy & Development				
0	Asst Director - Transport, Strategy & Development	166	150	-2	-1%
-348	Traffic Management	-49	-575	-560	-1137%
69	Road Safety	436	792	31	7%
105	Transport Strategy and Policy	61	192	105	174%
-477	Highways Development Management	0	-551	-477	0%
780	Park & Ride	0	1,459	665	0%
446	Parking Enforcement	0	609	407	0%
234	**Highways & Transport Total**	**29,044**	**23,723**	**-215**	**-1%**
	Planning, Growth & Environment				
0	Asst Dir - Planning, Growth & Environment	183	150	-3	-2%
88	Planning and Sustainable Growth	967	914	78	9%
13	Natural and Historic Environment	1,022	323	13	1%
787	Waste Management	43,621	32,799	802	2%
888	**Planning, Growth & Environment Total**	**45,793**	**34,186**	**890**	**2%**
	Climate Change & Energy Service				
300	Energy Projects Director	-300	-639	300	100%
-30	Energy Programme Manager	124	73	-60	-49%
270	**Climate Change & Energy Service Total**	**-176**	**-565**	**240**	**-136%**
	Community Safety & Regulatory Service				
0	Domestic Abuse & Sexual Violence Service	2,562	983	0	0%
-17	Registration & Citizenship Services	-751	-492	0	0%
0	Coroners	1,988	1,811	0	0%
0	Trading Standards	748	704	0	0%
-17	**Community Safety & Regulatory Service Total**	**4,546**	**3,006**	**0**	**0%**
675	**Total**	**79,817**	**60,139**	**+214**	**0%**

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.

Lost Sales, Fees & Charges Compensation

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
700	0	-700	-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.

Street Lighting

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
11,926	8,661	-240	-2

Forecast has been updated in line with new energy rate for October 2022. The forecast has also been adjusted to reflect the discount that is being applied to the energy rates in the period October 2022 to March 2023 in line with the application of the Governments Energy Bill relief scheme.

Traffic Management

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-49	-575	-560	-1,137

Income from road opening and closure fees are currently forecast to be higher than the budget.

Road Safety

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
436	792	+31	+7

Partly due to staff vacancies the amount of income from Road Safety audits is expected to be less than the amount budgeted.

Transport Strategy and Policy

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
61	192	+105	174

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding, which has to be delivered as it is part of CCC's statutory duty. Also the amount of work that was expected from the Combined authority has not yet been agreed.

Park & Ride

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	1,459	+665	0

There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence on the Southern Section of the Guided Busway, between the station and the Addenbrookes spur, and implementation of the safety measures as recommended in the Mott Macdonald safety report. An HSE investigation continues regarding the busway.
Post covid busway services have still not recovered to pre covid levels. This means less access charge income coming into the busway budget. The access agreement allows increases each April to the access charges to cover full maintenance costs of the busway. This would allow for some increase in April 2023. However, unless patronage increases between now and then the capacity for the operators to absorb a large increase is questionable. Even then, the access charge increase could not be used to pay for the additional expenditure on the maintenance track (cycleway/bridleway), additional safety works required by HSE as this would be regarded by the Bus operators as non-maintenance/non-busway expenditure.

Parking Enforcement

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	+609	+407	0

Income is projected to be lower than the budget set due to changes since the pandemic. This is projected on certain assumptions and these assumptions are being closely monitored during the year. Currently income is slightly ahead of these initial assumptions. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.
An additional pressure of £150k is included which is a contribution to the District's Civil Parking implementation costs.

Planning and Sustainable Growth

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
967	914	+90	+9

Income is projected to be lower than the budget set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Natural and Historic Environment

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
1,022	323	+13	+1

Income is projected to be lower than the budget set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

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Waste

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
43,621	32,799	+802	+2

Whilst the previously reported landfill gate fee pressure of £700k remains, the forecast green waste pressure has reduced to around £240k following agreement with Thalia of an annual cap. Whilst it is expected that these pressures will be partially offset by cost reductions from reduced energy use etc, these are no longer expected to be agreed and delivered within 2022/23 financial year.

In addition to these major BATc related costs, there is also a pressure related to disposing of waste upholstered domestic seating (WUDS) containing Persistent Organic Pollutants (POPS) for the remainder of this financial year. Based on revised estimates of disposal costs, the forecast pressure has reduced to £190k.

In addition to these, we are also seeing forecasted variance in a number of different areas. There are increased costs due to backdated Thriplow rents and leases, increased RECAP partnership contributions and increased levels of ad-hoc waste. These are being offset by increased volumes of trade waste being collected and a reduction in forecast recycling credit payments to District and City Councils.

All combined, we are currently forecasting an overspend of £802k.

Energy Projects Director

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-300	-639	+300	+100

Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2023/24 This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.
Babraham Road P&R smart energy grid has added an additional phase to its construction programme to address the number of available parking concerns during the construction programme. This has added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start by October 2023. The North Angle Solar Farm project will be energised by June 2023 and not December 2022 as originally forecast. This is due to the private wire not being in place by December 2022 as a result of extended third party easement negotiations. This has resulted in an income and maintenance cost delay.

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	6,754
Adjustment re Waste PFI grant		-27
Strategic Parks and Greenspaces	National Heritage	106
Community Safety & Regulatory grants previously within P&C		562
Non-material grants (+/- £30k)	N/A	123
Total Grants 2022/23		**7,518**

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	66,101	
Transfer of Energy Schemes	-369	
Allocation of funding for 1.75% 21/22 pay award	191	
Budget re-set Streetlighting energy inflation	1,200	
Budget re-set Waste PFI inflation uplift	1,051	
Alconbury Solar Ports	33	Transfer of income budget to Corporate Services
Just transition funded schemes	-455	Budget replaced by contributions from reserves
Areas transferred from P&C	3,798	
Allocation of funding for 22/23 pay award	790	
Non-material virements (+/- £30k)	-40	
Current Budget 2022/23	**72,299**	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st January 2023 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	339	0	339	0	
On Street Parking	2,566	0	2,566	2,000	
Highways Maintenance	1,490	0	1,490	1,000	
Streetworks Permit scheme	44	0	44	0	
Highways Commutted Sums	1,373	57	1,430	1,200	
Streetlighting – Commutted Sums	16	0	16	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	23	0	23	0	Partnership accounts, not solely CCC
Travel to Work	263	0	263	180	Partnership accounts, not solely CCC
Steer- Travel Plan+	85	0	85	52	
Greenspaces	85	0	85	85	
Waste reserve	3,184	1,231	4,415	1,845	
Coroners - Complex inquests	375	(85)	290	310	
Registrars	325	0	325	325	
Trading Standards	100	0	100	100	
Proceed of Crime	296	0	296	296	
Other earmarked reserves under £30k	20	0	20	0	
Sub total	**10,852**	**1,202**	**12,055**	**7,639**	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&S
Other Government Grants	861	0	861	0	
Other Capital Funding	1,804	0	1,804	0	
Sub total	**2,665**	**0**	**2,665**	**0**	
TOTAL	**13,518**	**1,202**	**14,720**	**7,639**	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2022/23

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
		Integrated Transport				
0	200	Major Scheme Development & Delivery	0	29	29	29
550	311	- S106 Northstowe Bus Only Link	550	335	550	0
208	0	- Stuntney Cycleway	41	11	21	-20
1,310	1,257	Local Infrastructure Improvements	1,319	633	926	-393
88	75	- Minor improvements for accessibility and Rights of Way	86	33	73	-13
1,480	1,494	Safety Schemes	1,480	70	250	-1,230
562	345	Strategy and Scheme Development work	614	560	648	34
		Delivering the Transport Strategy Aims				
2,046	1,859	- Highway schemes	2,046	507	1,232	-814
		- 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 Hinchingbrooke Cycle Route	0	0	0	0
0	251	- Dry Drayton to NMU	50	12	50	0
1,279	819	- Bar Hill to Longstanton	40	37	40	0
1,000	115	- Girton to Oakington	339	52	38	-301
16	0	- Arbury Road	12	0	0	-12
1,562	0	- Papworth to Cambourne	0	51	82	82
1,092	1,266	- Other Cycling schemes	1,092	214	591	-501
25	23	Air Quality Monitoring	25	2	25	0
26,000	1,040	A14	-1,040	-2,080	-1,040	0
		Operating the Network				
9,298	9,275	Carriageway & Footway Maintenance incl Cycle Paths	9,298	5,348	8,578	-720
235	235	Rights of Way	235	132	243	8
3,366	2,477	Bridge Strengthening	3,406	2,963	3,620	214
778	778	Traffic Signal Replacement	778	243	618	-160
183	183	Smarter Travel Management - Int Highways Man Centre	183	139	189	6
0	118	Smarter Travel Management - Real Time Bus Information	0	0	0	0
		Highways & Transport				
		Highways Maintenance				
78,700	809	£90m Highways Maintenance schemes	2,365	2,644	2,805	440
4,329	4,329	Pothole grant funding	8,329	5,144	8,576	247
24,000	4,000	Footways	4,425	2,925	4,375	-50
0	0	Safer Roads Fund	0	0	0	0
6,800	800	B1050 Shelfords Road	800	0	0	-800
		Project Delivery				
49,000	3	- Ely Crossing	15	-931	15	0
149,791	4,079	- Guided Busway	200	177	200	0
		Cambridge Cycling Infrastructure	0	2	1	1
1,975	0	- Fendon Road Roundabout	189	20	19	-170
450	268	- Ring Fort Path	398	37	433	35
330	85	- Cherry Hinton Road	183	81	183	0

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
33,500	2,516	- King's Dyke	5,084	5,792	5,084	0
1,181	0	- Emergency Active Fund	1,181	735	1,182	1
2,589	0	- Lancaster Way	287	115	130	-157
1,883	4,481	- Wisbech Town Centre Access Study	693	-93	334	-359
158	0	- Spencer Drove, Soham	257	294	294	37
4,984	325	- March Future High St Fund	315	300	308	-7
7,770	1,601	- St Neots Future High St Fund	831	275	329	-502
2,367	0	- March Area Transport Study - Main schemes	2,367	1,425	2,069	-298
2,300	0	- St Ives local improvements	1,000	63	73	-927
5,805	0	- A141 and St Ives Improvement	1,002	202	1,002	0
3,803	0	- A10 Ely to A14 Improvements	957	188	957	0
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	424	1	50	-374
2,072	0	- Combined Authority Schemes	389	356	438	49
280	0	- A505	0	2	5	5
0	0	- Northstowe Transport Monitoring	95	95	95	0
6,795	0	- Wheatsheaf Crossroads	383	109	243	-140
		Planning, Growth & Environment				
6,634	1,740	- Waste Infrastructure	1,808	116	231	-1,577
20,367	0	- Waterbeach Waste Treatment Facilities	1,047	851	1,500	453
680	0	- Northstowe Heritage Centre	375	61	375	0
		Climate Change & Energy Services				
0	0	- Energy Efficiency Fund	0	0	0	0
10,600	6,215	- Swaffham Prior Community Heat Scheme	6,943	3,605	5,285	-1,658
928	0	- Alconbury Civic Hub Solar Car Ports	0	52	52	52
4,878	3,621	- St Ives Smart Energy Grid Demonstrator scheme	3,978	2,716	4,120	142
8,078	6,079	- Babraham Smart Energy Grid	5,630	1,124	2,888	-2,742
6,970	0	- Trumpington Smart Energy Grid	0	0	0	0
8,266	0	- Stanground Closed Landfill Energy Project	150	0	50	-100
2,526	0	- Woodston Closed Landfill Energy Project	0	0	0	0
28,867	6,909	- North Angle Solar Farm, Soham	7,963	2,269	3,982	-3,981
635	0	- Fordham Renewable Energy Network Demonstrator	609	3	70	-539
15,000	5,940	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	892	576	898	6
0	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	0	23	421	421
200	0	- Environment Fund - EV Chargepoints	194	91	159	-35
500	435	- Environment Fund - Oil Dependency	0	32	0	0
300	300	- Environment Fund - Climate Innovation	70	4	146	76
74	0	- Treescape Fund	36	0	88	52
157	0	- Cambridge Electric Vehicle Chargepoints	139	0	139	0
3,145	0	- School Ground Source Heat Pump Projects	926	488	937	11
37,179	11,325	**Connecting Cambridgeshire**	4,628	2,045	2,717	-1,911
	1,092	Capitalisation of Interest	1,092	0	1,092	0
598,924	**90,903**		**89,203**	**43,305**	**71,113**	**-18,090**
	-17,736	Capital Programme variations	-17,736	0	-3,000	14,736
	73,167	**Total including Capital Programme variations**	**71,467**	**43,305**	**68,113**	**-3,354**

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 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 2022/23 £'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
550	550	0	0	0	0	0

Although expenditure is low at present, work is now underway and it is expected that expenditure will be in line with the budget.

- Local Infrastructure Improvements

Revised Budget for 2022/23 £'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
1,310	926	-393	-340	-53	0	-393

The majority of the work for these schemes has been committed but the very nature of these schemes, it is expected that a certain amount of expenditure will fall into next financial year.

- Safety Schemes

Revised Budget for 2022/23 £'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
1,480	250	-1,230	-1,230	0	0	-1,230

The majority of the budget relate to 2 schemes, Puddock Road Ramsey and Swaffham Heath Crossroads. For both of these schemes it is expected that the majority of construction work will take place next financial year. For Swaffham Heath, discussions are currently being held with the landowner and should be clearer in December.

- DTSA – Highway Schemes

Revised Budget for 2022/23 £'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
2,046	1,232	-814	-575	-239	0	-814

Although expenditure is low at present, detailed design work is currently ongoing, and it is expected that delivery will begin across several projects in Q4. However the following projects in the programme will be delayed due to a mixture of legal and landownership issues (A605 Elton NMU, Merivale Way Ely), roadspace requirements and having to work over the easter holidays (Maids Causeway, A603 Barton Road, Ely City 20mph, PROW improvements in Brampton) or delays caused by third parties (20mph Quick Win projects).

- Girton to Oakington cycling scheme

Revised Budget for 2022/23 £'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
339	38	-301	-301	0	0	-301

Completion of Phase 2 detailed design and acquisition of 3rd party land to be undertaken during 22/23. The remaining budget will not be adequate to complete construction, so other funding sources are being investigated. There may be additional funding which would move the project forward in 22/23.

- Other cycling schemes

Revised Budget for 2022/23 £'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
1,092	396	-696	-696	0	0	-696

The variance relates to 3 schemes, B1049 A14 Histon junction, Eddington to Girton and Ditton Lane, Fen Ditton. For each of these schemes, feasibility and preliminary design work will be undertaken this financial year to establish likely construction costs. Any construction will take place in 2023/24 and the funding will be rolled forward for this.
Other cycling schemes are expected to spend to budget.

- Carriageway & Footway Maintenance incl Cycle Paths

Revised Budget for 2022/23 £'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
9,298	8,578	-720	-500	-220	0	-720

Although expenditure is low at present, work is committed (£6.8mil) or underway and it is expected that expenditure will be in line with the budget. A robust and realistically resourced forward delivery programme is in place and agreed with our contractor and their suppliers which takes us up to the end of this financial year. Due to network constraints a number of high value surfacing schemes had to be delivered in Q4, whilst others in the drainage programme are

currently going through detailed design to end of November before being priced and delivered in February / March 23. Network constraints also mean the A505 VRS budget (£950k) will likely only be around 50% spent in year, with work starting in February and running through to May 23, so £500k projected to carry into Q1 23/24. A number of smaller schemes have been delayed from March to June 2023 (£200k).

- Rights of Way

Revised Budget for 2022/23 £'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
235	243	+8	+11	-3	+8	0

Although expenditure is low at present, work is committed or underway and it is expected that expenditure will be in line with the budget.

- Bridge Strengthening

Revised Budget for 2022/23 £'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
3,406	3,620	+214	0	+214	+214	0

Barrington Footbridge cost increases due to unforeseen issues on site requiring more extensive works. Alconbury Service Road Viaduct significant increase in materials costs plus increased extent of scheme.

- Traffic Signal Replacement

Revised Budget for 2022/23 £'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
778	618	-160	0	-160	0	-160

Scheme at High street Willingham delayed until 2023/24 due to a clash with Cambridge Water works.

- £90m Highways Maintenance schemes

Revised Budget for 2022/23 £'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
2,365	2,805	+440	+313	+127	+440	0

Projected overspend due to scheme at Cromwell Road, Wisbech carriageway resurfacing. There was an extended duration on site due to unearthing further drainage issues & delays due to unidentified utilities including BT cables which had to be worked around. Cold and wet weather also caused several shifts on site to be cancelled which then delayed overall delivery, (the work was all being delivered overnight due to location).
Mildenhall Road, Littleport, extra defective areas identified which has increased costs above the original budget.

- Pothole Grant funding

Revised Budget for 2022/23 £'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
8,329	8,576	+247	+313	-127	+247	0

Inflationary costs in programme primarily bitumen prices rises early in year driven by Ukraine war.

- Footways

Revised Budget for 2022/23 £'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
4,425	4,375	-50	-179	+129	0	-50

The majority of the budget has now been committed, (£3.8mil). St Mary's St Ely is the only project projected to carry over into 23/24 due to network constraints, this will start on site on 08/04/23. The rest of the programme is resourced, and suppliers are in place to deliver before the end of this financial year, work will be on site through to end of March 23.

- B1050 Shelfords Road

Revised Budget for 2022/23 £'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
800	0	-800	-800	0	0	-800

This project is currently going through detailed design. Indications are the £6.8million budget identified for works will be inadequate to carry out the works required. Current estimate is £10m with low confidence in the longevity of the solution. This project is being put on hold pending a review of all soil damaged roads across the network to ascertain the scale of the issue and tp seek alternative cost effective options. User Safety will be maintained through regular safety maintenance interventions.

- Fendon Road Roundabout

Revised Budget for 2022/23 £'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
189	19	-170	-170	0	-170	0

There will be an underspend on the years budget. The budget reflected what was left within the S106 South Area Corridor funds for this project. Projected remedial works did not come to fruition and actual spend reflects staff time in dealing with queries/local authority site visits and monitoring.

- Emergency Active Fund

Revised Budget for 2022/23 £'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
1,181	1,182	+1	0	+1	+1	0

Although expenditure is low at present, work is committed or underway and it is expected that expenditure will be in line with the budget.

- Kings Dyke

Revised Budget for 2022/23 £'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
5,084	5,084	0	0	0	0	0

Whilst we are fulfilling our payment obligations under contract and the final account is forecast to be within the scheme budget following application of the final account process, payments are ahead of profile but within overall scheme costs.

- Lancaster Way

Revised Budget for 2022/23 £'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
287	130	-157	-157	0	-157	0

There is an expectation that the scheme will now deliver for less than the allocatied funding. As the scheme is funded by the Combined Authority it will mean a reduction in the reimbursement claimed.

- Wisbech Town Centre Access Study

Revised Budget for 2022/23 £'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
693	334	-359	-359	0	-359	0

Forecast Spend Outturn is less than Revised Budget for 2022/23 to take into account utility refunds yet to be received during this year.

- St Neots Future High Street Fund

Revised Budget for 2022/23 £'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
831	329	-502	-502	0	0	-502

The district council governance/approval process required has been accommodated and construction is now programmed to commence in May 2023 therefore no construction expenditure is expected during current financial year, resulting in reduced forecast figures.

- March Area Transport Study

Revised Budget for 2022/23 £'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
2,367	2,069	-298	0	-298	0	-298

Underspend due to utility costs not being due until commencement of work and this will be in next financial year.

- St Ives local Improvements

Revised Budget for 2022/23 £'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
1,000	73	-927	-725	-202	0	-927

Design work is currently being undertaken and it is not expected that any construction will take place until next financial year.

- Scheme Development for Highways Initiatives

Revised Budget for 2022/23 £'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
424	50	-374	-274	-100	0	-374

Funding was allocated to enable scheme development for new schemes, however this year limited new schemes have been identified that require scheme development work. It is therefore expected that the balance of funding will roll forward into next year.

- Wheatsheaf Crossroads

Revised Budget for 2022/23 £'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
383	243	-140	-140	0	0	-140

Design options are being considered along with land implications, which has delayed initial programme and spend forecast. Overall programme remains on track for delivery in 2024/25 as previously communicated.

- Waste Infrastructure

Revised Budget for 2022/23 £'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
1,808	231	-1,577	-1,537	-40	0	-1,577

It was originally planned to carry out some of the early design and construction work for Milton HRC in this financial year, but this has now been delayed for a period of 15 months and the decision supported by Capital Programme Board. Some of the design work for March HRC is still planned, with a more detailed forecast to be available in the new year. The BATc forecast reflects invoices to date and current estimates for progress on the FEED study and Thalia's additional staffing costs incurred in this financial year.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2022/23 £'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
1,047	1,500	+453	+453	0	0	+453

The Strategy & Resources Committee approved a capital virement for the Waste BATc works to move £11.8m of existing capital budget from 2022/23 to 2023/24 to reflect the updated timelines. Spend is now ahead of expected budget profile.

- Swaffham Prior Community Heat Scheme

Revised Budget for 2022/23 £'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
6,943	5,285	-1,658	-2,399	+741	0	-1,658

The split of costs for the Private Wire has been adjusted between the two projects (North Angle Solar Farm and Swaffham Prior Community Heat Project) to better reflect where the main benefits of the private wire will accrue and therefore how the costs should be apportioned. The North Angle Solar Farm as the generator of clean electricity will benefit more from energy sales as a result of the private wire.

- St Ives Smart Energy Grid Demonstrator scheme

Revised Budget for 2022/23 £'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
3,978	4,120	+142	-294	+436	0	+142

There is an in-year overspend on the project of an estimated £0.142m due to an incorrect forecast provided by contractors at the end of 2021-22. It was anticipated that a higher proportion of works would be completed within 2021-22 than what was actually achieved and invoiced for. Evidence of forecast has been provided.

- Babraham Smart Energy Grid

Revised Budget for 2022/23 £'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
5,630	2,888	-2,742	-3,037	+295	0	-2,742

The construction of this project is now being delivered in three phases. This has directly impacted on the timescales for delivery, extending the programme by 14 weeks. In addition, the complexities associated with altering the programme for construction delayed the start date of the works by 16 weeks.

- Stanground Closed Landfill Energy Project

Revised Budget for 2022/23 £'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
150	50	-100	-100	0	0	-100

CCC and BYES are in the process of understanding and agreeing the programme of works as well as the budget required. This will involve a contract variation before work are commissioned. It is foreseen that works will start in January, and therefore, spend will be triggered towards March or April 2023. The only costs that are foreseen to be incurred in Q4 2022 are the staff costs which are around £50K.

- North Angle Solar Farm, Soham

Revised Budget for 2022/23 £'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
7,963	3,982	-3,981	-3,981	0	0	-3,981

The North Angle Solar Farm project budget also includes the majority of the budget (£7.3m) for the Cambridgeshire Private Electricity Network, the cable connecting North Angle Solar Farm to Burwell Local and Swaffham Prior Community Energy Centre. It was anticipated that most of this budget would be spent in 2022-23, however, due to various delays in securing easements and planning there has been a slippage in spend of approximately £4m.

- Fordham Renewable Energy Network Demonstrator

Revised Budget for 2022/23 £'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
609	70	-539	-509	-30	0	-539

Capacity constraints within the team meant that this project was unable to be progressed as quickly as had been intended. The forecast reflects the associated delay in expenditure on the development of this project.

- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme

Revised Budget for 2022/23 £'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
0	421	+421	+431	-10	0	+421

Last year the schools low carbon heating programme sat together with the Council's office buildings low carbon heating programme but this is now separated out. This will allow closer monitoring of the additional Council's Environment Fund contributions for low carbon heating for maintained schools to match fund any Government Public Sector Decarbonisation Scheme funding. This change was implemented post March 2022 and will therefore be seen as a variance all year.

- Connecting Cambridgeshire

Revised Budget for 2022/23 £'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
4,628	2,717	-1,911	-1,911	0	0	-1,911

The in-year forecast underspend relates to the profile of spend on the CPCA programme plus the GCP funding and SFBB BT payments

Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (January) £'000	Actual Variance (January) £'000
18,570	Local Transport Plan	13,508	13,508	0
8,329	Other DfT Grant funding	8,529	8,529	0
11,996	Other Grants	7,114	5,410	-1,704
7,256	Developer Contributions	2,657	2,272	-385
46,961	Prudential Borrowing	43,221	31,815	-11,406
11,241	Other Contributions	14,174	9,579	-4,595
104,353		**89,203**	**71,113**	**-18,090**
-18,970	Capital Programme variations	-17,736	354	18,090
85,383	**Total including Capital Programme variations**	**71,467**	**71,467**	**0**

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-3.56	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m) Additional DfT funding (£2.5m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.20	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).
Additional funding / Revised Phasing (Other Contributions)	0.59	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m). Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£1.772m). A141 and St Ives Improvements (£1.0m). A10 Ely to A14 Improvements (£0.957m). Pothole funding – use of revenue budget (£4.0m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.02	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

Appendix 8 – Savings Tracker

RAG	BP Ref	Title	Service	Committee	Original Saving £000	Forecast Saving £000	Variance from Plan £000	% Variance	Direction of travel	Commentary
Green	A/R.6.213	Registrars	Place & Sustainability	H&T	-200	-200	0	0%	↔	On track for 2022-23
Green	B/R.6.215	Recycle asphalt, aggregates and gully waste	Place & Sustainability	H&T	-15	-15	0	0%	↔	On track
Green	B/R.6.216	Review Street Lighting Service requirements	Place & Sustainability	H&T	-10	-10	0	0%	↑	On track
Green	B/R.6.220	Highway Services Contract Efficiencies	Place & Sustainability	H&T	-110	-110	0	0%	↔	On track
Black	B/R.7.128	St Ives Smart Energy Grid - Income Generation	Place & Sustainability	E&GI	-44	0	44	100%	↔	Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2023/24. This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.
Black	B/R.7.129	Babraham Smart Energy Grid - Income Generation	Place & Sustainability	E&GI	-48	0	48	100%	↔	Babraham Road P&R smart energy grid has added an additional phase to its construction programme to address the number of available parking concerns during the construction programme. This has added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start by October 2023.
Black	B/R.7.132	North Angle Solar Farm, Soham - Income Generation	Place & Sustainability	E&GI	-678	0	678	100%	↔	The North Angle Solar Farm project will be energised by July 2023 and not December 2022 as originally forecast. This is due to the private wire not being in place by December 2022 as a result of extended third party easement negotiations. This has resulted in an income and maintenance cost delay.
Amber	B/R.7.133	Swaffham Prior Community Heat Scheme - Income Generation	Place & Sustainability	E&GI	-298	-30	268	90%	↑	The customer connections to the Swaffham Prior Community Heat Project are just now starting. 5 homes have been connected but progress in slow with only 2/3 new connections being made every week. As customers connect, income will come forward from the Renewable Heat Incentive and from the heat charges to customers. Some income will come forward during 2022/23 and this will grow as customers are connected over the next five years.
					-1,203	**-165**	**1,038**			

Highways and Transport Resource Planning Update

To:	Highways and Transport Committee
Meeting Date:	07 March 2023
From:	Executive Director Place and Sustainability.
Electoral division(s):	All
Key decision:	No
Forward Plan ref:	n/a
Outcome:	To provide committee with an update on resource planning across the Highways and Transport services.
Recommendation:	a) to note the ongoing pressures and challenges; and b) note progress since this was reported to committee in March 2022

Officer contact:
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Post: Service Director Highways and Transport
Email: sue.procter@cambridgeshire.gov.uk
Tel: 01223 715660

Member contacts:
Names: Councillor Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair Highways and Transport Committee
Email: alex.beckett@cambridgeshire.gob.uk / neil.shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 A comprehensive resource review and update was presented to Committee on 8th March 2022. This report outlined the pressures and challenges being faced within services across Highways and Transport due to sector wide skill shortages in the relevant disciplines. This report highlighted a reliance on interim appointments particularly within the Project Delivery service area.

1.2 The March 2022 committee report presented figures showing the need for 31 Interim appointments. This included the extension of contracts for 10 existing appointments and 21 new appointments.

1.3 Since that time work has continued with the support of the Human Resources and Communications teams to recruit permanent staff to reduce the reliance on interim resources, build resilience across the services and review team structures.

2. Main Issues

2.1 The skills shortage reported in the previous report continues to affect the Highways and Transport sectors and recruitment challenges continue to affect all H&T services as well as contractors and consultants at a national level.

2.2 The challenges at a national scale continue to be influenced by factors including Brexit, and a significant number of large-scale infrastructure projects, including those promoted by Government including HS2, which have been absorbing talent and creating increased pressures within the industry. Although there are challenges across the sector, there is significant pressure in qualified civil engineers, and staff associated with project management, contract management, commercial management and road safety.

2.3 The current structures within Highway and Transport services account for 331 people. The actual number of vacancies is fluid as people join and leave the authority, but at the point of writing the total vacancies represent c20% (including covered and uncovered posts), representing a c5% reduction in vacancies since the March 2022 report. Vacancies are as follows:

- Project Delivery – total vacancies 25
- Transport Strategy and Network Management - 30
- Highway Maintenance - 13

2.4 Interim and consultant staff covering key vacancies have enabled the county council to secure people with the appropriate skills and experience to facilitate the ongoing delivery of significant capital and revenue programmes of work. Interim appointments also allow a flexibility which enables services to manage longer term funding uncertainties and time limited projects. However, the focus for Project Delivery, Highway Maintenance and Transport Strategy and Network Management has been to address the balance of resources in favour of more permanent appointments.

2.5 The current position shows a reduction in the number of interims appointed from the 31 reported in March 2022, with 20 currently (c 6% total H&T Structure/ 30% of total

vacancies) in post as follows (details presented in Appendix 1):

- Project Delivery (PD) – 11 Interims covering substantive positions
- Transport Strategy and Network Management (TS&NM) – 7 Interims covering substantive posts
- Highway Maintenance (HM) – 2 Interims covering substantive posts

2.6 In addition to this, 6 consultants are currently engaged providing additional capacity and specialist support in delivering commercial resilience/assurance and road safety auditing (Appendix 1). The Road Safety Auditors have been secured to provide additional capacity in dealing with a large demand in this area and the need for them is reviewed regularly with the intention that they are released as soon as practical. In relation to the Commercial resilience/assurance resource proposals are being developed alongside a new progression scheme for the permanent recruitment of specialists in this area.

2.7 There have been a number of successful appointments to permanent roles including the appointment of the Assistant Director for Project Delivery, Mike Williams, who started with the authority in July, replacing Alex Deans, Interim Assistant Director. In addition to this and as a result of the recruitment drive several roles including a Group Manager for Complex Infrastructure, three design engineers and a programme manager will be starting with the authority in April

Benchmarking

2.8 The Human Resources team have undertaken a benchmarking exercise across both the public and private sectors for a range of engineering and commercial roles to better understand the remuneration packages offered across the sector. This has illustrated roles where we are offering comparative salary levels, however there are roles where this is less well aligned. H&T are continuing to work with Human Resources to identify opportunities to address these issues. This will include the further development of a recruitment strategy and the offer being made to new employees, looking at elements such as working patterns, training and development programmes and career progression.

Solutions

2.9 Work has continued to address these challenges including:

- Development of Apprenticeship Programme – creating a Level 3 Civil Engineering programme for a cohort of 8 to undertake both work and training in this area. This will form an essential element of breaking the long-term cycle of increasing demand for delivery and declining supply of people with appropriate skills and experience. Funding was approved through Full Council for the delivery of this programme and recruitment of apprentices will take place over the following months. It is intended that the programme will start in July/August with qualification training with the learning provider starting in September.

- Further opportunities for the development of additional apprentice positions across H&T services will continue to be sought and established as appropriate. This will create a constant cycle of apprentice entry and progression.

- Enhancement and promotion of Apprenticeship and training and development opportunities internally to enable career progression and help retain people within the services.

- Development and successful launch of career progression schemes for Designers, Project Managers and Commercial Managers. This provides opportunities for existing people to see longer term career pathways and aid retention as well as being a recruitment tool which helps place people on a grade that reflects their level of skills, knowledge, experience. This has enabled the authority to retain our emerging talent and has attracted increasing interest in the positions. This has re-energised a career path for existing staff and attracted others. This also shows apprentices a route into the organisation after their apprenticeship.

- Promotion and encouragement of flexible working arrangements including working hours, days, part-time, term-time, nine-day fortnight and so on. This delivers greater inclusivity and enables people who require different working patterns due to personal circumstances and responsibilities, such as parents, carers, effectively removing barriers that may be preventing skilled and experienced people from applying for roles.

- Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority have been successful in securing funding through Active Travel England to invest in the development of an active travel resource across the CPCA area. This will facilitate the establishment of the Cambridgeshire Centre of Excellence for Active Travel. We expect to create and recruit to several new posts to deliver the Councils priority for the development of an Active Travel Centre of Excellence.

- Enhanced recruitment campaigns. The service now has a live landing page/video/social media running recruitment for 16 posts in Project Delivery, developed with Communications and Human Resources. This is actively managed and updated to ensure it reflects the current situation. This will include and Apprenticeship programme at the point of recruitment.

- Vision Zero Partnership recruitment of Road Safety Manager and Vision Zero Partnership Manager working together with the Police and Crime Commissioner. Posts are being temporarily covered through interim support through safety experts Agilysys.

- Evergreen recruitment process - where roles continue to circulate in the recruitment market until they have been filled.

- Highway Maintenance Restructure, the consultation underway and will conclude on 20th March, implementation planned for early in the new financial year

- Establishment of Consents Team as outlined in the March 2022 report.

- Production of a learning and development matrix supported by the Learning and Development team within Human Resources, ensuring clarity around required training and further supporting and encouraging people to undertake training and development to progress within the organisation

- Regular evaluation of workloads and capacity to release Interim staff as soon as appropriate, recognising that for some areas or work and programmes there will be a need to operate a mixed economy workforce, bringing in consultant and interim workers and specialist support when required

- Working with partners across the supply chain, including Milestone, Atkins and WSP to identify future opportunities to share training and development opportunities across the organisations.

  It is anticipated that the challenges in this area will continue for some time. It is therefore essential that we continue to support these activities to attract, develop and retain people with the skills and experience needed to deliver the extensive work programmes of the Highways and Transport services. The Director and Assistant Directors continue to work on the further development of these initiatives and interventions.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

There are no significant implications for this priority.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

Potential employment opportunities for young people through permanent recruitments and apprenticeship programme. The recruitment process for apprentices will ensure that children looked after, children leaving care and NEETS will be encouraged to take advantage of these opportunities.

3.5 Transport

The proactive work being done to attract and retain people within the Highways and Transport services will ensure an ongoing resilience and ability within services to deliver transport priorities

4. Significant Implications

4.1 Resource Implications

The intention is to recruit permanently into vacant positions across Highways and Transport services. It is recognised through the report that this is challenging within the current market and contingency arrangements will be put in place to manage delivery pressures through the engagement of interim staff and consultancy support where required. The costs associated with the engagement of interims is higher than permanent appointments and this has resource implications. However, interims do bring the benefit of providing a flexibility in capacity and specialism which will continue to support services moving forward. This will enable the management of risks associated with uncertainty around funding or project pipelines creating the ability to respond quickly to changing situations.

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

4.4 Equality and Diversity Implications
Recruitment of permanent staff or interim workers will be compliant with Council policy. Interventions brought in to address resource issues have been designed to remove barriers for people wanting to enter the organisation, this includes building in a flexibility around working patterns to support people who may need alternatives to the traditional model.

4.5 Engagement and Communications Implications

The development of effective communication channels, including social media, are key to successful recruitment campaigns and on-going promotion of the services Campaigns and communication materials will continue to be developed collaboratively with Communications and Human Resources.

4.6 Localism and Local Member Involvement

N/A

4.7 Public Health Implications

N/A

4.8 Climate Change and Environment Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.
Positive/neutral/negative Status: Neutral
Explanation:

4.8.2 Implication 2: Low carbon transport.
Positive/neutral/negative Status: Neutral
Explanation:

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: Neutral
Explanation:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: Neutral
Explanation:

4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: Neutral
Explanation:

4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: Neutral
Explanation:

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status:
Explanation:

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 and Commercial? Yes or No
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Law? Yes
Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: Sue Procter

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: Iain Green

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

5. Source documents guidance

5.1 Source documents

Report to Highways and Transport Committee 8th March 2022 – Highways and Transport Service Resource Update

5.2 Location

Document.ashx (cmis.uk.com)

Appendix 1

Highways and Transport Committee 7th March 2023

Resource Planning Appendix 1

Job Title	**Service Area**	**Charged to**	**Start date**
Interim Support (held against a substantive post)			
Consents Project Manager	TS&NM*	Core Consents team	7.4.2022
HD Engineer	TS&NM	Highway Development Schemes	14.2.2022
HDM Engineer	TS&NM	Highway Development Schemes	15.1.2021
Highways Engineer (A428 DCO)	TS&NM	Core Consents Team	13.9.2021
Highways Materials Engineer	TS&NM	Highway Development Schemes	2.1.2019
Road Safety Partnership Delivery Manager	TS&NM	Road Safety	20.12.2022
Project Engineer	Project Delivery	Capital projects and schemes	22.8.2022
Project Engineer 1	Project Delivery	Local Highway Improvements	20.6.2022
Project Engineer 2	Highway Maintenance	Local Highway Improvements	13.6.2022
Project Manager	Project Delivery	Chisholm Trail & Wheatsheef Crossroads	1.4.2021
Project Manager	Project Delivery	Wisbech Access Strategy / March projects / St Neots	6.4.2021
Project Manager	Project Delivery	March Major Projects & FHS / St Neots FHS Project	19.7.2021
Project Manager	Project Delivery	A10 to A14 Improvements, A141 and St Ives Improvements	13.4.2022
Project Manager	Project Delivery	MATS Projects	19.9.2022
Project Manager	Project Delivery	A10, A141	9.5.2022
Project Manager 1	Highway Maintenance	Local Highway Improvements South & City	19.5.2022
Project Manager 2	Project Delivery	Local Highway Improvements South & City	20.6.2022
Road Safety Engineer	TS&NM	Road Safety Team	9.7.2022
Team Leader	Project Delivery	Time charged across specific projects	8.2.2021
Team Leader	Project Delivery	Wisbech Access Strategy / March projects / St Neots	22.3.2021
Consultant Support (No substantive post)			
Road Safety Auditor	TS&NM	Projects and Schemes	10.10.2017
Road Safety Auditor	TS&NM	Projects and Schemes	1.4.2021
Street Work Inspector	TS&NM	Street works and Permitting Team	7.11.2022
Senior Project Officer	Project Delivery	Projects and Project delivery	6.4.2021
Commercial consultant	Project Delivery	Projects and Project Delivery	29.3.2021
Consents Scheduler	TS&NM	Core Consents Team	30.8.2021

*Transport Strategy and Network Management

Highways and Transport Policy and Service Committee Agenda Plan

Published on 1st March 2023

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
07/03/23	Civil Parking Enforcement (CPE) Application (Authorisation to submit application to the DfT)	Sonia Hansen	2023/011		
	Speed Buffer Zone	Matt Staton	Not applicable		
	Mill Road – Traffic Regulation Order	David Allatt	2023/042		
	Cambridgeshire's Active Travel Strategy	Stacey Miller	2023/036		
	Fenland Transport Strategy	Jack Eagle	2023/038		
	Integrated Transport Block Funding	Catherine Rutangye	2023/044		
	Huntingdonshire Transport Strategy	Karen Kitchener	2023/039		
	Highways Operational Standards Update	Mike Atkins	2023/029		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Capital Programme	Mike Atkins	2023/030		
	Highway and Transport Resource Update	Sue Procter	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
[25/04/23]	*Reserve Date*			14/04/23	17/04/23
04/07/23	Finance Monitoring Report	Sarah Heywood	Not applicable	19/06/23	26/06/23
	Milton Road Residents' Parking Scheme	Nicola Gardner	Not applicable		
	Parking and Enforcement Policy	Sonia Hansen	2022/036		
[05/09/23]	*Reserve Date*				
03/10/23	Finance Monitoring Report	Sarah Heywood	Not applicable	11/09/23	25/09/23
05/12/23	Finance Monitoring Report	Sarah Heywood	Not applicable	20/11/23	27/11/23
[23/01/24]	*Reserve Date*				
05/03/24	Finance Monitoring Report	Sarah Heywood	Not applicable	19/02/24	26/02/24
[30/04/24]	*Reserve Date*				

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