

Delivering Transport Strategy Aims Progress Report

To: Highways & Transport

Meeting Date: 5th December 2023

From Executive Director Place & Sustainability

Electoral division(s): Histon & Impington / Whittlesey North / Whittlesey South / Cottenham & Willingham / Hardwick / Waterbeach / Cambourne / Castle / Petersfield / Market / Bar Hill / St Ives South and Needingworth

Key decision: Yes

Forward Plan ref: 2023/094

Outcome: The purpose of the report is to consider the progression of several discrete projects within the Delivering Transport Strategy Aims (DTSA) programme to the next stage of delivery.

Recommendation: The committee is recommended to

a) Note the project specific updates from officers and agree to progress each named project to the next delivery stage as identified in the report.

b) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to review and progress all future projects in the DTSA programme through to project completion as required.

c) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to agree the procurement route for all projects in the DTSA programme, using an existing contract or framework available to the authority.

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1. Background

- 1.1 The DTSA programme is funded from the Integrated Transport Block (ITB) which is awarded annually by central government. The fixed amount set aside for the DTSA programme is £1.35million annually.
- 1.2 Most of the projects listed below are promoted from existing transport strategies. More information on these can be found here [Cambridgeshire Transport Strategies - Cambridgeshire County Council](#)
- 1.3 Each year suggested DTSA projects are prioritised by officers and presented to this committee for review and approval. This process usually happens in March every year, the most recent report can be found here (Item 12 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)).
- 1.4 However, earlier this year a follow up paper went to the committee in July (Item 9 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)), due to changes to the programme. All schemes mentioned in this report have been approved via this process by this committee.
- 1.5 The schemes within the programme are varied, being a mixture of feasibility / options studies, design, and development only, and design and construct projects, often spanning several budget years. The nature of the projects varies in complexity and stakeholder involvement. The spread of projects across the county varies yearly based on the prioritisation scoring.
- 1.2 Much of the design and development work across the programme is now delivered in house by a dedicated project management and highway design resource within the design & delivery team in Project Delivery. Most of the construction work is delivered via our existing Term Services Contract.
- 1.3 The purpose of this report is to summarise the progress to date across discrete projects within the programme and seek member approval to progress these to the next stage. This could be for approval to progress from pre-liminary design stage to detailed, or from detailed to construction dependent on the status and complexity of the project.

2. Main Issues

- 2.1 The following projects identified and summarised in the breakdown below are being brought to the attention of the committee for approval to proceed to the next delivery stage, (a more detailed breakdown including key activities completed to date and any key risks identified is provided in Appendix A)

Scheme	District	Current Stage	Next Stage	Officer Request
Histon B1049 Signalised crossing / junction improvements	South Cambridgeshire	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Rampton – Cottenham Cycle Route improvements	South Cambridgeshire	Options Design	Pre-liminary Design	Progress to next stage, noting officer comments in Appendix A
Toft – Comberton Cycle Route improvements	South Cambridgeshire	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Fen Ditton - Ditton Lane footpath improvements	South Cambridgeshire	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Cambourne – Eastgate pedestrian and cycle crossing	South Cambridgeshire	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Cambridge - Oxford Road/Windsor Road Junction improvements	City	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Cambridge – East Road cycle improvements	City	Pre-liminary Design	Trial holes have identified numerous utility cables underneath the island which will negatively impact the scheme. Other options are now being considered	The DTSA funding was specific regarding funding for removal of a traffic island. However, due to the existence of underground utilities the approach to solving the issue will change but the objective to

Scheme	District	Current Stage	Next Stage	Officer Request
				<p>be addressed will stay the same.</p> <p>The recommendation therefore is to amend the wording to remove specific reference to removal of the existing traffic island.</p>
Whittlesford – Duxford Road NMU (Non-Motorised Users) improvements	South Cambridgeshire	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
St. Ives - The Broadway pedestrian improvements	Huntingdon shire	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Eddington to Girton Cycleway Improvements	City	Pre-liminary Design	Detailed Design	Progress to next stage, noting officer comments in Appendix A
Whittlesey Broad Street roundabout NMU (Non-Motorised Users) improvements	Fenland	Preliminary Design	Not applicable	Withdraw from programme due to local feedback to proposal.
Whittlesey Cemetery Road roundabout NMU (Non-Motorised Users) improvements	Fenland	Options Report	Not applicable	Withdraw from programme due to local feedback to proposal.

3. Alignment with ambitions

3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

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

- All the schemes proposed for funding came from transport strategies which contribute towards promoting cleaner, more sustainable forms of transport use.
- All projects listed will promote active travel and could encourage users to make a switch from motorised, to non-motorised forms of transport, especially for local journeys.
- Several projects promote improved access to locally available public transport.

3.2 Travel across the county is safer and more environmentally sustainable.

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

- All the schemes proposed for funding came from transport strategies which contribute towards active travel and reduced dependence on vehicles.

3.3 Health inequalities are reduced.

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

- Many of the schemes listed in this report have outcomes that improve road safety, health, and wellbeing particularly for vulnerable users, for example the young, elderly, or user types, such as pedestrians and cyclists in local communities, by providing links to more affordable means of transport which can be accessed by all.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

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

- Schemes that encourage active travel will provide benefits to communities and have outcomes that improve road safety, health, and wellbeing particularly for vulnerable users, for example the young, elderly, or user types, such as pedestrians and cyclists.

3.5 Helping people out of poverty and income inequality.

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

- Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to residents, at a localised level.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

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

- Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to residents, at a localised level.

3.7 Children and young people have opportunities to thrive.

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

- Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to residents, (of all demographics), at a localised level.

4. Significant Implications

4.1 Resource Implications

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

- The required resources have been made available and funded from allocated budgets to deliver the projects mentioned within this report.
- Appendix A details which projects will require funding from third parties to progress to construction on site.
- Currently adequate budget has been assigned to each project to progress it to the end of the next delivery stage as identified in Appendix A.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category as the programme will be delivered via the existing highway term services contract procured in 2017 or the Eastern Highways Alliance Framework 3 procured in 2021, with all work being within scope of said contracts. Procurement plans will be developed as preferred routes for each discrete project are identified in liaison with the procurement team.

4.3 Statutory, Legal and Risk Implications

Please see the detailed breakdown in Appendix A for the high-level risks which may emerge as each individual project is progressed. The key statutory and legal implications include –

- Traffic Regulation Orders (TRO and Notifications of Intent (NOI)).
- Land purchase or compulsory purchase orders and rededicating land as public highway with legal processes to follow as required.
- Grant Funding Agreements with other organisations such as the CPCA.
- Section 228 agreement, specific to Eastgate Cambourne.
- Contracts with consultants and construction contracts.

Network management duty in Traffic Management Act 2004 to secure the expeditious movement of traffic on the Council's Road network. Promoting and encouraging safe, integrated, efficient and economic transport (Transport Act 2000).

4.4 Equality and Diversity Implications

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

- The relevant Equality Impact Assessments are attached to this report and can be found in Appendix 3 below, specific to each individual project listed.

4.5 Engagement and Communications Implications

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

- Further engagement and consultation with local members and stakeholders specific to each project will take place as each scheme progresses. The extent of this will vary based on the size of each project listed in the report.

4.6 Localism and Local Member Involvement

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

- Schemes proposed for delivering transport strategy aims are drawn from transport strategies which are supported by local Members, and are often identified through engagement with parish, town, and district councils through public consultation.

4.7 Public Health Implications

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

- The projects listed in this report can 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 in neighbouring areas where they don't have access to their own vehicle.

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: The schemes identified will encourage active travel and therefore the use of cleaner modes of transport. Features such as improved crossings, speed limit reduction and traffic reduction improve safety for more vulnerable users and encourage people to walk and cycle for local journeys instead of using private vehicles.

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

Status: **Neutral**

Explanation: No positive or negative impacts identified for works listed in the report at this time, for specific projects such as Oxford / Windsor Road Cambridge, tree and lower-level planting is proposed. For the Cottenham – Rampton cycle path, one of the options under consideration is to return the existing asphalt path to a seeded roadside verge along its 1km length as part of the project. Should any trees need to be removed as part of any scheme within this programme they would be replaced at a ratio of 2 for every 1 removed.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: **Negative**

Explanation: No positive or negative impacts identified for works listed in the report for tackling plastic pollution at this stage. However, significant amounts of construction waste are likely to need to be disposed of as part of each project should the work progress to delivery on site. The exact quantities are at this stage unknown, and where possible excavated materials would be reused and recycled.

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

Status: **Neutral**

Explanation: No positive or negative impacts identified for works listed in the report

4.8.6 Implication 6: Air Pollution.

Status: **Positive**

Explanation: It is likely that the schemes will contribute positively to air pollution as they will increase the use of non-motorised transport for local trips instead of private vehicles.

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

Status: **Neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

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 Legal?

Yes

Name of Legal Officer: Stephen Randall

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

5. Source documents guidance

5.1 Source documents

Appendix A – Scheme specific information

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
Histon B1049 Signalised crossing / junction improvements.	A total of £500,000 has been provisionally allocated (including £200,000 for 2023/24). This is to progress scheme to construction, however, please note comments in key project risks column.	Preliminary design has been completed. For an overview of the current proposal please see pdf drawings DTSA Cambridge Road junction, Histon and DTSA A14 Interchange, Histon.	Informal engagement with local members & PC (Parish Council) autumn 23 on preferred option. Wider engagement to be undertaken at detailed design stage. Local support for project to progress.	Additional funding for construction is still required, and this is likely to exceed funding available through the DTSA programme. Programme delay & increases in costs are possible due to current unknowns including - <ul style="list-style-type: none"> • Utilities. • Proximity to National Highways network • Environmental issues. • Stakeholder feedback following completion of detailed design phase. • Proximity of others working on the network e.g., Greater Cambridgeshire Partnership projects. • Contaminated materials.
Rampton – Cottenham Cycle Route improvements	£50,000 to complete pre-liminary design stage only.	Completion of options report, high level costings and identifying a preferred solution. For an overview of the current proposal please see pdf of the DTSA Rampton to Cottenham – Feasibility Report	Informal engagement with local members/Rampton and Cottenham Parish Councils and landowners' autumn 23 on preferred option. Wider engagement to be undertaken at detailed design stage. Local support for project to progress.	To provide an LTN (Local Transport Note) 1/20 compliant foot/cycleway land purchase is likely to be required, at this stage we are unaware if the current landowners will be open to this. Several cycle bridges will need to be installed along route, and the anticipated cost to deliver the scheme is beyond DTSA budgets, so external grant funding will be required. Programme delay & increases in costs are possible due to current unknowns including - <ul style="list-style-type: none"> • Utilities. • Proximity to watercourses. • Environmental issues.

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
				<ul style="list-style-type: none"> • Stakeholder feedback following completion of detailed design phase. • Contaminated land. • Land purchase requirement. • Need to access external grant funding to deliver project on site. • Ground conditions.
Toft – Comberton Cycle Route improvements	£50,000 to progress to end of detailed design only.	Preliminary design has been completed. For an overview of the current proposal please see pdf drawings DTSA Toft to Comberton 1 and DTSA Toft to Comberton 2.	Informal engagement with local members/Toft and Comberton Parish Councils and landowners' autumn 23 on prelim design. Wider engagement to be undertaken at detailed design stage. Local support for project to progress.	<p>To provide an LTN (Local Transport Note) 1/20 compliant foot/cycleway land purchase is likely to be required, at this stage we are unaware if the current landowners will be open to this.</p> <p>The anticipated cost to deliver the scheme is beyond DTSA budgets, so external grant funding will be required.</p> <p>Programme delay & increases in costs are possible due to current unknowns including -</p> <ul style="list-style-type: none"> • Utilities. • Environmental issues. • Stakeholder feedback following completion of detailed design phase. • Contaminated land. • Land purchase requirement. • Need to access external grant funding to deliver project on site. • Ground conditions.
Fen Ditton, Ditton Lane footpath improvements	£150,000 to cover design work to date and contribute towards scheme construction costs.	Preliminary design has been completed. For an overview of the current	Informal engagement with local members and Fen Ditton Parish Council already undertaken on initial design. Wider engagement to be	Funding for construction is still required, this could be a potential DTSA 24/25 bid subject to how the design and consultation progresses. Programme delay & increases in costs are

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
		proposal please see pdf drawing DTSA Fen Ditton	undertaken at detailed design stage. There is local support for the project.	possible due to current unknowns including - <ul style="list-style-type: none"> • Utilities. • Environmental issues. • Stakeholder feedback following completion of detailed design phase. • Contaminated land. • Ground / bank conditions. • Proximity of others working on the network e.g., Greater Cambridgeshire Partnership projects.
Cambourne – Eastgate pedestrian and cycle crossing	£50,000 to design and construct.	Pre-liminary design has been completed. For an overview of the current proposal please see pdf drawing DTSA Eastgate, Cambourne.	Informal engagement with Town council members and local stakeholders has been undertaken, and there is significant local support for the scheme to facilitate active travel.	Scheme delivery is subject to a Section 228 agreement between the Developer and the County Council as the agreed crossing position is on unadopted Highway. Programme delay & increases in costs are possible due to current unknowns including - <ul style="list-style-type: none"> • Utilities. • Stakeholder feedback following completion of detailed design phase and formal consultation on the zebra crossing. • Legal agreement with developer. • Proximity of others working on the network.
Oxford Road/Windsor Road	£270,000 which includes elements of a wider project already delivered on site.	Preliminary Design completed. For an overview of the current proposal please see pdf drawing DTSA Oxford Rd and Windsor Rd,	Ongoing engagement with local members and Residents Associations, broad support for current proposal, however minor amendments may be required subject to feedback.	Funding for construction is still required, this could be a DTSA 24/25 bid subject to progress. Programme delay & increases in costs are possible due to current unknowns including – <ul style="list-style-type: none"> • Utilities. • Environmental issues. • Stakeholder feedback following completion of

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
		Cambridge		<p>detailed design phase.</p> <ul style="list-style-type: none"> Proximity of others working on the network e.g., Greater Cambridgeshire Partnership projects.
Cambridge – East Road cycle improvements	£75,000 allocated to remove traffic island to allow adequate room for emergency vehicles to pass between cycle lane and stationary traffic, which is linked to an Active Travel Tranche 2 project.	<p>Trial holes have identified numerous utility cables underneath the island which will negatively impact the scheme. Other options are now being considered.</p> <p>For an overview of the current proposal please see pdf drawing DTSA East Road, Cambridge</p>	Ongoing engagement with local stakeholders	<p>The DTSA funding was specific regarding funding for removal of a traffic island. However, due to the existence of underground utilities the approach to solving the issue will change but the objective to be addressed will stay the same.</p> <p>The recommendation therefore is to amend the wording to remove specific reference to removal of the existing traffic island.</p>
Whittlesford – Duxford Road NMU improvements	£40,000 has been allocated for detailed design only.	<p>Preliminary Design has been completed.</p> <p>For an overview of the current proposal please see pdf drawing DTSA Duxford Road, Whittlesford.</p>	<p>Informal engagement with local members/Whittlesford and Duxford Parish Councils autumn 23 on prelim design</p> <p>Wider engagement to be undertaken at detailed design stage.</p>	<p>Member and stakeholder objections to preliminary design proposal may lead to loss of Active Travel Tranche 4+ funding, resulting in a wait for other potential funding streams.</p> <p>Construction funding would still need to be secured.</p> <p>Programme delay & increases in costs are possible due to current unknowns including -</p> <ul style="list-style-type: none"> Utilities.

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
				<ul style="list-style-type: none"> • Environmental issues. • Stakeholder feedback following completion of detailed design phase. • Contaminated land. • Ground conditions. • Proximity of others working on the network e.g., Greater Cambridgeshire Partnership projects.
St. Ives - The Broadway pedestrian improvements	£250,000 allocated for detailed design and delivery (along with £120,000 funding from HDC (Huntingdonshire District Council))	<p>Pre-liminary design has been completed.</p> <p>For an overview of the current proposal please see pdf drawing DTSA The Broadway, St.Ives.</p>	Informal engagement with local members and stakeholders has been undertaken and there is support for what is currently being proposed.	<p>Programme delay & increases in costs are possible due to current unknowns including -</p> <ul style="list-style-type: none"> • Utilities. • Stakeholder feedback following completion of detailed design phase. • Specific requirements due to scheme being within a conservation area. • Contaminated materials. • Proximity of others working on the network. • Town centre location and a conservation area.
Eddington to Girton Cycleway Improvements	£204,000 allocated to progress to detailed design and construction, (with additional grant funding available for construction via CPCA).	<p>Preliminary Design has been completed.</p> <p>For an overview of the current proposal please see pdf drawing DTSA Eddington to Girton.</p>	<p>Informal engagement with local members and Girton Parish Council has taken place on the prelim design.</p> <p>Wider engagement to be undertaken at detailed design stage.</p>	<p>Funding has been allocated from CCC (Cambridgeshire County Council) DTSA budget and Active Travel England to deliver the project on site.</p> <p>Programme delay & increases in costs are possible due to current unknowns including -</p> <ul style="list-style-type: none"> • Utilities. • Environmental issues. • Stakeholder feedback following completion of detailed design phase.

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
				<ul style="list-style-type: none"> • Planning permission and agreement with Cambridge University (Girton College), over private hedge line. • Specific requirements due to scheme being within a conservation area. • Contaminated land. • Ground conditions. • Proximity of others working on the network e.g., Greater Cambridgeshire Partnership projects.
Whittlesey Broad Street roundabout NMU (Non-Motorised Users) improvements	£50,000 for preliminary design stage only.	A Feasibility report/Options study has been completed for the Cemetery Road roundabout, and the Broad Street roundabout is similar in layout and location and would have the same outcome.	Report/Options for the Cemetery Road roundabout was reviewed at Whittlesey Town Council meeting during autumn 23.	<p>Recommend scheme is removed from the DTSA programme due to lack of support from local members.</p> <p>Feasibility report indicated ped facilities would have a detrimental impact on vehicular capacity on both roundabouts.</p> <p>Members, although supportive of DTSA scheme, concerned that vehicular demand is only going to increase in this area for the foreseeable future until the Whittlesey Relief Road project can be implemented.</p>
Whittlesey Cemetery Road roundabout NMU (Non-Motorised Users) improvements	£50,000 for preliminary design stage only.	<p>Feasibility report/Options study has been completed.</p> <p>For an overview of the current proposal please see pdf drawing</p>	Report/Options study was reviewed at Whittlesey Town Council meeting during autumn 23.	<p>Recommend scheme is removed from the DTSA programme due to lack of support from local members.</p> <p>Feasibility report indicated ped facilities would have a detrimental impact on vehicular capacity on both roundabouts.</p>

Scheme	Budget assigned	Progress to date	Summary of consultation responses / support	Key project risks identified to date
		DTSA A605 Cemetery Rd Roundabout Report.		Members, although supportive of DTSA scheme, concerned that vehicular demand is only going to increase in this area for the foreseeable future until the Whittlesey Relief Road project can be implemented.

Appendix B – Equality Impact Assessments

Scheme	EIA Reference Number
Histon B1049 Signalised crossing / junction improvements	CCC562804759
Rampton – Cottenham Cycle Route improvements	CCC562050835
Toft – Comberton Cycle Route improvements	CCC563569299
Fen Ditton - Ditton Lane Cycle Route improvements	CCC559155844
Cambourne – Eastgate pedestrian and cycle crossing	CCC563472511
Cambridge - Oxford Road/Windsor Road Junction improvements	CCC560113029
Cambridge – East Road cycle improvements	CCC560329736
Whittlesford – Duxford Road NMU improvements	To be completed once initial design proposal is finalised.
St. Ives - The Broadway pedestrian improvements	CCC560025096
Eddington to Girton Cycleway Improvements	CCC563455430
Whittlesey Broad Street roundabout NMU improvements.	N/A - Withdrawn
Whittlesey Cemetery Road roundabout NMU improvements.	N/A - Withdrawn