

Highways and Transport Committee: Minutes

Date: 5 December 2023

Time: 10:00am to 2.00pm

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Claire Daunton, Doug Dew, Lorna Dupré, Jan French, Ian Gardener, Anne Hay, Simon King, Peter McDonald, Brian Milnes, and Alan Sharp

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

172. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Bird and McGuire

Councillor King declared a non-pecuniary interest as a member of the Cambridgeshire Local Access Forum and Councillor Beckett informed the Committee that he lived in the Lensfield Road area of Cambridge and had received confirmation from the Monitoring Officer that he was able to participate in the debate of minute 175 – Active Travel Schemes Tranche 2.

173. Minutes – 3 October 2023 and Action Log

The minutes of the meeting held on 3 October 2023 were agreed as a correct record subject to the amendment of the final bullet point of minute 166 – Local 20mph Process Delivery Programme to ‘some members expressed doubts...’.

The action log was noted subject to the addition of the Wisbech Access Strategy to the log.

174. Petitions and Public Questions

There were several public questions and contributions (attached at Appendix A) and no petitions.

175. Active Travel Schemes Tranche 2

The Committee received a report that requested the Committee consider objections, representations and updates in response to the introduction of Experimental Traffic Regulation Orders for Active Travel Tranche 2 schemes and approve delegations of authority for the remaining Active Travel schemes set out within the report.

There were several comments and questions from members of the public and local members attached at Appendix A to these minutes.

During discussion of the report, members raised the following points:

- With regard to the A505 roundabout scheme, a member noted the difficulty for officers of balancing the needs of all road users while encouraging modal shift. There was considerable stress on the road network owing to the level of job creation in the area. Pollution maps illustrated high levels of air pollution at junctions in the area, and it was important that care was taken to avoid creating pollution through such schemes. In response the presenting officer explained that the scheme was designed as interim measures intended to reduce speeds and increase safety at the crossing.
- In relation to the removal of the lay-by on East Road Cambridge, a member questioned whether legal advice had been sought on the matter. The presenting officer informed the Committee that there had been no record of a land transfer agreement found and had been advised that the closure was lawful.
- Concern was expressed by a member that the presentation of multiple schemes to the Committee for approval did not aid decision making and commented further that it was quite difficult to follow which scheme was being referred to.
- A member expressed scepticism relating to measure that could be viewed as penalising motorists. The use of cars and commercial vehicles were essential to the economy and efforts to promote active travel must be sensitive to that. It was also noted that commuting and work were being focussed on, however, leisure travel should not be overlooked.
- Attention was drawn to divisions where no public transport or cycle paths were available and the importance of active travel was emphasised in relation to health and in particular, childhood obesity.
- Concern was expressed by a member regarding Vinery Road that had a 'School Streets' scheme in place and there was no data on the impact on surrounding roads. Concern was also expressed in relation to Church Street, East Road and Trumpington.
- A member commented that the schemes had not been developed in isolation and they represented a balanced set of schemes that adhered to government guidance.
- Attention was drawn by a member to Vision Zero, commented that there was little mention within the report of road traffic accidents
- The importance of active travel in rural areas was highlighted by a member and requested that it be considered more carefully.
- A member commented that it would have been beneficial for further information to have been provided within the report. In particular, how the bus junction could be

improved for Lensfield Road and the impact of the School Streets scheme on Vinery Way.

- The positive impact on footfall on Vinery Road was highlighted by a member together with the positive response to the filter amongst residents.

It was resolved to:

- a) Review the objections and representations received and consider the making of a traffic regulation order to make permanent the following:
 - i) Vinery Road, Cambridge modal filter;
 - ii) Church Street, Cambridge modal filter;
 - iii) the one-way section on Cambridge Road, Madingley;
 - iv) the contra-flow cycle lane on Ambury Road, Huntingdon; and
 - v) the removal of the layby on East Road, Cambridge;
- b) Consider the objections and representations received and agree to keep in place the East Road trial scheme until development led works are undertaken, and delegate authority to the Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to make any changes to the East Road scheme in order to further facilitate the movement of emergency vehicles.
- c) Consider the objections and representations received and agree to keep in place the Trumpington Rd/Lensfield Rd/Fen Causeway junction trial scheme whilst supporting further work to explore changes to the scheme at the Lensfield Rd/Fen Causeway junction or surrounding area to facilitate bus movements and delegate authority to the Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to make any changes.
- d) Support the retention of the interim measures at the A505/A1301 junction and Newmarket Rd/Wadloes Rd/Barnwell Rd junction and the traffic calming measures in Bassingbourn.
- e) delegate authority to Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport to progress the proposed crossings on Jeavon's Lane, Cambourne.

176. LHI 2024-25 Process Update Report

The Committee received a report that sought approval to the existing LHI process. Following the first round of applications following the change in process the member working group reviewed and recommended changes to the process. Draw attention to the progress of the LHI programme.

A public question was received for this item and the question and response are attached at Appendix A to these minutes.

During discussion of the report, Members raised the following points:

- Emphasised the importance of looking at the cost of projects and how they were delivered as some appeared to be inordinately expensive such as a zebra crossing that cost £48k.
- Praised the Member Working Group and thanked the officers involved.
- Drew attention to the improvements made to the website and noted there were further improvements planned.
- Emphasised the importance of improved accessibility as it had made a significant difference to the responsiveness of officers working on the schemes.

It was resolved to:

- a) Approve the list of officer recommendations as identified in the table found under item 2.1 below in time for implementation prior to the 24/25 round of LHI applications.
- b) Approve the re-formation of the LHI member working group to review the Non-complex scheme scores once the prioritisation by officers has been completed, and the re-formation of the same group to review the revised LHI process, as and when needed.
- c) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to make changes to the LHI process as and when required, if the proposed changes are agreed and recommended by five or more members of the cross party LHI member working group.

177. Delivering Transport Strategy Aims Progress Report

Members were presented a report that sought approval for a number of discrete projects for implementation identified through existing or emerging transport strategies.

During discussion of the report individual Members:

- Commented that there was some hesitancy expressed by the Parish Council in relation to the Duxford Road scheme. However, it had been confirmed that it would be supported by the Parish Council when the scheme was consulted on.
- Noted that both Whittlesey schemes would not be progressed following comments and concerns received from Whittlesey Town Council and the local members.

- With regard to non-motorised users (NMU) it was queried whether the Rampton to Cottenham and Toft to Comberton projects could be designated a NMU path and categorise it as a restricted by-way. The presenting officer advised that all options were being considered at the current stage of the development of the scheme. Land purchase was being considered that would increase the ability to provide a route to all users.
- Highlighted the funding received from the Government and questioned whether future funding would be provided. Officers explained that it was proposed to progress schemes in future years. However, some schemes may exceed the available funding. Assurance was provided about when schemes would return to Committee for decision.
- Regarding the Ditton Lane scheme commented, there had been consultation at an early stage, and the scheme was now progressing to the detailed design phase. However, it was not always easy for the public to differentiate between the preliminary and detailed design phases. Officers explained that the design paths were similar, however, consideration would be given to how the process could be made clearer for applicants.

It was resolved 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.

178. Wheatsheaf Crossroads

The Committee received a report that presented the proposed improvements to the Wheatsheaf Crossroads between St Ives and Sommersham. Members noted that the vehicle activated signs were anticipated to be installed later in the week.

Members welcomed the report and the progress that had been made on the scheme.

It was resolved to:

Delegate authority to the Executive Director Place and Sustainability in consultation with the Chair and Vice of the Committee to award and execute a contract for the construction of a new traffic signalised junction at Wheatsheaf Crossroads starting February 2024.

179. On-Street Electric Vehicle Infrastructure Policy

The Committee received a report that presented the On-Street Electric Vehicle Infrastructure Policy. The Committee noted that the electrification of transport was essential to meeting climate change targets and improved charging infrastructure was essential to cope with demand. The policy was designed to address the installation, licensing, maintenance and decommissioning of charging infrastructure and would be reviewed and updated as technology developed.

During discussion, Members:

- Noted that charging infrastructure for residents with on-street parking only would form part of the scope of the pilot project.
- Noted that £5m of funding had been provided by the Government to the Cambridgeshire and Peterborough Combined Authority Area and a business case now had to be developed with Peterborough City Council that would allow funding to be accessed.
- Sought clarity regarding urban areas and the distance between a resident's property and their vehicle that could prohibit charging. Officers explained that currently there was no means through which to designate a parking bay outside a property. However, work was on going in other local authorities on how to address this and lessons would be learned from those areas.
- Drew attention to the utilisation of lighting columns and questioned why it was not feasible to use them. It was explained that although some local authorities were using lighting columns, most columns in Cambridgeshire were located at the back of the footway and therefore there would be trailing cables that would present a hazard to pedestrians. Local authorities that had been trialling the use of lighting columns also generally had much larger columns that were able to accommodate the charging equipment.
- Welcomed the work regarding the use of gullies to facilitate private charging of vehicles and sought clarity on whether it would be for the resident to pay for the gully. Officers explained that it would form part of the scope that would also assess liability and risk management together with payment and return to the Committee at a later date.
- Drew attention to a pilot scheme located in the Abbey area of Cambridge where there were large boxes placed in the middle of the footway and hoped that in the future, as technology developed, they would become smaller.
- Commented that the demand for electric vehicles was outstripping supply and questioned whether it was possible to achieve the level of charging infrastructure

required. The Council appeared to be risk averse, however, there was substantial risk that the charging infrastructure would not be in place.

- Drew attention to a further category involving charging from their properties across unadopted highway and could pose a trip hazard and although not a matter for the Highway Authority, suggested the Council may wish to advise on.
- Highlighted the difference in cost between public charging and charging at home and it was therefore it was important from an equity perspective that people with on-street parking were able to charge their vehicles. However, it was accepted that there was a balance to be struck between charging vehicles, and pedestrians, especially those with disabilities.

It was resolved to:

- a) Note progress to date and next steps for Electric Vehicle Infrastructure in Cambridgeshire and Peterborough
- b) Approve the draft On-Street Electric Vehicle Infrastructure Policy for Highways
- c) Approve the exploration of solutions and development of a pilot to enable residents without off-street parking to charge their vehicles using home electricity supplies.
- d) Agree that a report is presented to the Committee in March with a pilot proposal to inform the future On-Street Electric Vehicle Infrastructure Policy.

180. Intelligent Transport Systems Maintenance Supply and Install

The Committee received a report that sought authorisation to commence procurement of Intelligent Transport System services and delegate the authority to award a contract following a full procurement process.

During discussion Members:

- Welcomed the report and commented that increased sharing between local authorities would benefit the Council through achieving economies of scale. The Committee noted that many signals used obsolete technology and the proposal sought to address that.
- Noted that bid had been made for funding with the Department for Transport. The bid was a competition with all other English local authorities.
- Noted that when signals were refurbished LEDs would replace existing bulbs which would be brighter and the proposal sought to replace signal equipment
- Commented that not all procurement had been successful, and given that this exercise was now shared questioned what guarantees could be given regarding risk. Officers explained that all procurement processes had been complied with and that despite that, elements of risk remained.

It was resolved to:

- a) Authorise the procurement of Intelligent Transport Services as part of a joint procurement process and as outlined in the report.
- b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to award a call-off contract for the provision of Intelligent Transport System Services and any extension periods as outlined at paragraph 2.2.

181 Cambridgeshire Guided Busway

The Committee received a report that sought authorisation for the procurement for the design and delivery of an innovative safety measure on the Cambridgeshire Guided Busway through the Council's existing Term Service Contract. The presenting officer highlighted the impact of the existing partial closure of the busway and explained that the solution would allow the busway to return to two-way running.

The Committee received a public question on this item. The question, together with the response is attached at Appendix A to these minutes.

During the course of discussion, Members noted that the proposal was an operational response to busway matters. Risk was managed on an ongoing basis. A control measure had been identified and officers were confident that it would not have to be removed.

It was resolved to:

- a) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Section 151 Officer, Director of Legal and Governance and Chair and Vice Chair of the Highways and Transport Committee to issue a new instruction for the provision of an innovative busway safety measure through the existing Term Service Contract.
- b) Note that the budget (estimated up to £920k including contingencies) will be allocated from the existing Southern Busway Widening scheme to enable the delivery of these works, as set out in 2.4.

182. Strategic Update on Improving Connectivity in Cambridgeshire

Members were presented a report that provided an update on the programmes and schemes aimed at improving connectivity in Cambridgeshire. The Committee noted that the Cambridgeshire and Peterborough Combined Authority had adopted the Local Transport Connectivity Plan (LTCP) at its recent Board meeting. The LTCP was

considered by officers to be well aligned with the Council's objectives and would improve the ability to bid for funding.

During discussion of the item individual members raised the following points:

- Expressed hope that existing park and ride sites would be given more prominence as travel hubs. It was essential ways of making them more attractive, safer spaces were considered.
- Clarity was sought regarding the review of home-to-school-transport, the coordination across the county and questioned how it would impact on the Committee. Officers explained that substantial work had been undertaken on the review and work continued to ensure that it was aligned with the Cambridgeshire and Peterborough Combined Authority (CPCA).
- Noted the complex governance arrangements in Cambridgeshire and noted the work of officers liaising constantly with partners and the positive relationships they had fostered.
- Commented that an update report or briefing note later in the year would be beneficial.
- Highlighted post-16 education transport. Students in rural areas were struggling to attend courses due to the lack of public transport and emphasised the importance of post 16 education transport in rural areas.
- Welcomed the work on a rail strategy.
- Noted that with regard to the Bus Service Improvement Plan (BSIP), discussions had taken place with the CPCA and a member briefing would be scheduled on the topic.

It was resolved to:

- a) Note the decision of the Cambridgeshire and Peterborough Combined Authority Board on 29th November on whether to adopt the Local Transport and Connectivity Plan.
- b) Agree that officers work with the Cambridgeshire and Peterborough Combined Authority to develop a rail strategy.
- c) Note the latest position of the Cambridgeshire and Peterborough Combined Authority in relation to bus reform and improvements.
- d) Agree that the Council will consider changes to the operating models for the Park & Ride and Busway as part of the bus reform work, noting that any recommendations on this would be subject to the agreement of the Council as the owner of these assets.

- e) Agree that officers continue to work with the Cambridgeshire and Peterborough Combined Authority officers on the review of home to school transport and the bus network review to improve the overall efficiency of the bus network.
- f) Agree that the Council will continue work with the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership and other partners as set out in section 6 of this report to achieve further government investment in the maintenance, management, and improvement of the transport network.

183. Finance Monitoring Report – October 2023

The Committee received the October 2023 iteration of the Finance Monitoring Report. The presenting officer highlighted in their presentation the revenue and capital position of the directorate. There were two major revenue variances highlighted relating to Highways Development Management and Parking Enforcement.

A member queried the position regarding the pressure relating to Parking Enforcement. The presenting officer explained that the pressure related to less money being collected than forecast. However, there was still a surplus on the account which would manage the pressure.

It was resolved to:

Note and review the report.

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

The Committee received a report that presented the Committee agenda Plan together with the appointments to outside bodies and internal advisory groups and panels.

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

Chair