

CAMBRIDGESHIRE HIGHWAYS CONTRACT ANNUAL REPORT 2019/20

To: Highways & Transport Committee

Meeting Date: 15th September 2020

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: N/A **Key decision:** N/A

Outcome: To update committee on the performance and achievements of the Highway Term Services Contract for the period 1st April 2019 to 31st March 2020.

Recommendation: Note the 2019/20 Cambridgeshire Highways Annual Report

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1. BACKGROUND

- 1.1 Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska. The current Highway Services Contract commenced in July 2017 and runs for an initial period of ten years with the option to extend subject to performance. The contract covers professional and operational services for a variety of highway improvements and maintenance work across Cambridgeshire.
- 1.2 This contract delivers highway and transport projects for the County Council, Greater Cambridge Partnership and supports the work of the Cambridgeshire and Peterborough Combined Authority.
- 1.3 The work that the contract carries out is underpinned by the County Council's approved approach to asset management. This approach is set out in the Highway Operational Standards (HOS), a document that is reviewed and approved annually by this Committee.
- 1.4 Throughout 2019/20 overall performance of the contract has continued to steadily improve, with 78% of Key Performance Indicators (KPIs) being green. The contract has achieved a turnover of circa £41 million compared with approximately £50 million in the previous year, although 2018/19 saw extra Department for Transport (DFT) funding compared with 2019/20. Throughout the year challenges faced included programme delivery (Local Highway Improvement initiative), capturing efficiencies (cashable & non-cashable) and demonstration of value for money across the contract.

2. MAIN ISSUES

- 2.1 The original procurement of the highway contract stipulated savings in year 3 against the contract of approximately £2million (combined capital and revenue), when taking the achievable targets into account. The savings target is based on the value of work put through and delivered by the contract and therefore varies year to year.
- 2.2 Set against the £2m target, this year we achieved £1.75 million. The £250k shortfall has resulted from delays to the integration of the business across the Cambridgeshire and Peterborough highway teams, late rollout of technology on the operational fleet reducing the opportunity to maximise process efficiencies and the recovery of green claims plateauing (where our infrastructure is damaged and the Council seeks damages back) and subsequently reducing, therefore not achieving the cashable benefit originally estimated.
- 2.3 The Cambridgeshire Highways Joint Management Team (JMT) have been working to capture efficiency savings throughout the year that contribute to the achievement of the required savings.
- 2.4 On behalf of the council LGSS Audit is currently working with Cambridgeshire Highways to review the contract, with a view to undertaking an open book audit, covering the first 3 years of the contract (1 July 2017 to 31 March 2020). The progress of this is being overseen by the Strategic Collaboration Board, which is chaired by the Chairman of the Highways & Transport committee.
- 2.5 In terms of contract performance against KPI's, during the course of 2019-20, four of the eighteen KPI's did not meet their target. Whilst this is consistent with last year (2018/19), it

is not a case of performance remaining consistent month on month. In certain cases, performance was improving but the impact of a new IT system being rolled out across the Skanska business, has hampered some of this ongoing progress.

2.6 The four KPIs that have not met their targets were:

- Scheme target costs compared with actual cost within specific tolerances - working group in progress to review this KPI.
- Street Works permitting violations – a new system has been developed and successfully trailed in one depot. Further improvements expected once rolled out across the County.
- Final accounts agreed within 3 months of completion date – performance was reaching the target at the beginning of 2020, however the implementation of Skanska's new IT system Causeway has had an impact, with performance tailing off towards year end.
- Percentage of schemes delivered to the agreed programme dates – not achieving the target. This is being reviewed by JMT in conjunction with the commercial and performance group.

2.7 Alongside the formal performance improvement process regarding progress against KPIs, the contract also continues to look at ways of providing better quality and more efficient services across the board. Key improvements that have been implemented over the last year include the development of an Annual Plan outlining the work required for the financial year to enable more efficient programming and resourcing and the creation of an efficiency register to better capture innovation and savings.

2.8 Health and Safety of our employees, supply chain and the general public remains a key focus. Investment in fostering a proactive safety culture through training and promotion of an Injury Free Environment (IFE) remains high. Cambridgeshire Highways maintained its good safety record throughout 2019/20 with no incidents taking place which required an employee to take time off work. No lost time incidents have been experienced on our sites since September 2018 with no incidents notifiable to the Health and Safety Executive since the beginning of the contract in July 2017.

2.9 Notwithstanding certain aspects of the partnership requiring improvement, the contract continued to support delivery of in excess of 150 schemes. These included the continuation of the cycleways, structures, resurfacing schemes, safety schemes, surface treatments, transport planning, design services, local highway improvements and park and ride. The contract also supports wider services for the Council with work undertaken for Park and Ride sites, Education, County Farms, Waste and various third party works.

Notable successes for 2019/20 include:

- Deployment of 3 Dragon Patching machines to deal with potholes and surface defects, now dealing with over 40,000 repairs per annum.
- Social Value fund of £27k to allocate to worthy community causes where budgets do not already exist.
- £3.3 million of extra Department for Transport funding, mainly delivered through this contract.
- Significant efficiencies in specific areas of the business, e.g. combining programmes

of work, traffic management, green claims and training.

- 2.10 A stakeholder survey is yet to be undertaken for 2019-20. It should have taken place around Easter but has been deferred due to COVID 19. JMT intend sending it into County Councillors, Parish Councils and Town Councils later in the autumn.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

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

- The contract delivers the key elements of the highway service, which ensures that our communities and the travelling public can function effectively and efficiently when using the highway network.

3.2 Thriving places for people to live

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

- The services the contract provides ensures access and equity for all service users wherever practicable to do so, encouraging economic prosperity and environmental sensitivity for a thriving place to live.

3.3 The best start for Cambridgeshire's children

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

- The contract through the delivery of road safety and accessibility improvements, the overall service contributes to supporting and protecting vulnerable people. It provides support to educational establishments, apprenticeships and actively participates as STEM ambassadors. The Social Value Fund has also supported a number of community initiatives.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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

- Through the contract, we are working to align with the priorities set out in the CCC Climate change and environment strategy 2020, with carbon plans and participation on the Sustainability Business Group.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

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

- Spend for 2019/20 financial year was circa £41 million, and typically the average annual spend of £35 million has been seen on the previous contract.
- The Highways Operational Standards sets out the asset management approach to funding and servicing the highway network, this included funding and bid allocations.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- The contract complied with the Council's Contract Procedures Rules, EU or UK legislative risks; LGSS Procurement led the procurement process to ensure compliance.
- The governance procedure laid out in the Contract are followed for key contract decisions. There is a contract risk register in place which is regularly reviewed by the partnership's joint management team, or escalated to the Strategic Collaboration Board.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

Within the contract, we actively encourage staff to participate in health and mental wellbeing offerings from both organisations and embrace a variety of cultures from all backgrounds and give opportunities to all.

4.5 Engagement and Communications Implications

Cambridgeshire Highways actively promotes regular and timely engagement with local Members and communities across the county. As such, a Communication Plan has been adopted for the partnership and is owned by the Joint Management Team.

4.6 Localism and Local Member Involvement

The contract is a key method of developing and delivering Local Highway Improvements. Supported by local members, this initiative empowers local communities to progress highway improvements through contributing toward local highway priorities. The work of the contract also engenders volunteers to get involved in the highway service such as winter volunteers or highway volunteers. Officers and elected members continue to work together on all aspects of the highway service on a daily basis.

4.7 Public Health Implications

Delivering public highway infrastructure that promotes active travel patterns that contributes to the public health agenda. Our road safety service also actively campaigns to ensuring the number of people killed or seriously injured on our highway network is reducing year on year. Also during COVID 19 the teams were following the government guidance when delivering the service.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Legal Officer: Fiona McMillian
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Cambridgeshire Highways Contract Annual Report 2019/20	Attached to this report

Cambridgeshire Highways Annual Service Review 2019/20

Executive Summary

Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska, delivering through the Highway Services Term Service Contract. The value of the contract in 2019/20 was circa £41m.

Highlights throughout 2019/20 include:

- Introduction of surveys to understand perceptions of elected members and local councils; as well as an employee survey.
 - £19.6m has been spent on local suppliers and subcontractors during 2019/20, helping to keep employment and money within Cambridgeshire. This represents 65% of the total supplier spend.
 - More effective use of the pothole patching vehicles, known as dragon patchers, resulting in a significantly reduced cost per pothole in Cambridgeshire compared to national averages. These supported the repair of 63,666 potholes and similar defects throughout 2019/20.
 - Continued rapid response to emergency incidents, including a high volume of fallen trees and other incidents during Storm Ciara and Storm Dennis.
 - Additional funding of £3.3m awarded by Department for Transport.
 - Completion of Skanska's first project for Greater Cambridgeshire Partnership at Trumpington Park and Ride extension.
 - Around £1.75m of efficiency savings including more effective use of dragon patchers and supply chain programme savings.
 - Health, safety and wellbeing initiatives including topics on mental health, underground service avoidance and materials storage rolled out throughout the partnership.
 - Forward planning on the development of the carbon plan.
 - Community initiatives, such as an additional £27.7k added to the Social Value Fund. Time and resources have been provided to charities and public services around Cambridgeshire, such as the Prospects Trust and STEM in schools.
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1. Introduction

Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska, responsible for maintaining and developing the highway network across Cambridgeshire and providing a full range of professional and operational highway services to the County Council.

It includes work on the local network but does not include street lighting or any work on the trunk road network, such as the A14.

Cambridgeshire Highways is responsible for maintaining:

- 1,500 road bridges
- 2,500 other bridges
- 2,800 miles of roads
- 1,900 miles of footways

Cambridgeshire Highways operates a two-tier governance structure, headed by a Strategic Collaboration Board, which sets strategic aims for the service. This strategic direction is implemented by an operational-focussed Joint Management Team. Both entities include members from both Cambridgeshire County Council and Skanska.

This report aims to give an overview of contract performance during the 2019/20 year and highlight some areas where developments have occurred.

2. Contract Overview

The Cambridgeshire Highways partnership continued to build on the first year of the contract, focussing on improving service delivery and making efficiency savings. The value of the contract in 2019/20 was circa £41m.

The breakdown of spend is as follows:

Highways Maintenance including cyclical work	£14,277,035
Patching	£1,753,671
Schemes	£18,367,993
Winter Maintenance	£963,250
Emergency	£576,078
Design	£5,175,849
Prelims	£98,288

Key staff changes

Cambridgeshire Highways welcomed Matthew Riches as Skanska Operations Director for the Eastern region. Matthew was previously Skanska's Business Director for Hampshire Highways. Matthew replaces Jim Daughton on the Strategic Collaboration Board following Jim's move to take responsibility for Skanska's West-based highways and street lighting contracts.

Stakeholder survey

Cambridgeshire Highways' first survey into the perceptions of elected members and parish councillors was carried out in early 2019. A follow up survey was planned for April 2020 but has been postponed due to the Covid-19 situation and will be carried out at a later date.

Staff survey

A staff survey was carried out in September 2019, gauging perceptions and culture of the service of all staff and operatives working on Cambridgeshire Highways. As a result of the survey, internal communications was highlighted as an area for improvement. The partnership is multi-faceted and staff indicated that they were not fully aware of what was happening in parts of the partnership. As a result, a quarterly staff newsletter is now produced with editions sent out in December 2019 and March 2020. A follow up survey will be conducted in Autumn 2020.

Supply Chain

Our supply chain help deliver our service in Cambridgeshire by providing services and materials. Almost £30.3m was spent with suppliers and subcontractors during 2019/20. Of this over £19.6m was spent with local companies, representing 65% of total supply chain spend, helping to keep employment and money within Cambridgeshire. 59% of our subcontractors are SMEs.



We held a training event with our extended key supply chain partners in July 2019. This included education in administration of the contract, discussions on performance improvement and reinforcement of Council priorities.

Audits

The partnership has been audited several times during 2019/20.

BSI have undertaken audits against Skanska's international management system standards, ISO9001 (quality), ISO14001 (environmental), ISO45001 (health and safety) and ISO44001 (collaborative working). These were very positive with one minor finding relating to scheme testing plans now addressed.

The dragon patcher is now accredited to National Highways Sector Scheme 13, a specific quality standard interpreting the requirements of ISO9001 for the supply and application of surface treatments to road surfaces. The audit in Cambridgeshire identified no non-conformances.

The Open Book Cost Management audit is ongoing and findings will be published in due course.

Covid-19 Response

The UK response to the Covid-19 pandemic occurred in the last few weeks of March 2020. The response from Cambridgeshire Highways was swift a joint highways continuity group was set up in response to the UK lockdown and it continues to manage the recovery. Offices were closed in line with government advice although depots remained open throughout for operational reasons. All scheme work was initially stopped in the interests of safety with a focus on re-starting work when it could be risk-assessed as being able to be carried out safely.

The government identified highway workers as key workers and a service has been maintained throughout the crisis, focusing initially on providing an essential emergency and safety-critical service.

3. Maintenance

Routine and Cyclic Maintenance

Cambridgeshire Highways completed over 9,200 maintenance orders throughout 2019/20. This included the repair of 63,666 potholes and similar defects across the county, an increase of 9.2% compared to the previous year.



The pothole working group has continued to review the operations and activities of this service and ensure that acceptable levels of quality are maintained.

Following the work done last year to improve timescales for responding to orders, including pothole repairs that are deemed to require a response within 5 days, Cambridgeshire Highways has generally hit the target throughout the year. However, a dip can be seen in the winter months of February and March.

In addition, effective scheduling of work coupled with use of the dragon patcher has enabled the cost to fill each pothole in Cambridgeshire to fall significantly below the national average. The combined cost to fill a pothole in Cambridgeshire (reactive and planned) was £41 during 2019/20. This compares to an average cost in England¹ of £44 for planned and just under £74 for reactive work, according to the most recent Annual Local Authority Road Maintenance (ALARM) survey conducted by the Asphalt Industry Alliance.

Emergency Response

Cambridgeshire Highways' emergency response crews attended 1,063 emergency incidents between April 2019 and March 2020. 95% of these incidents have been responded to within two hours of notification, which exceeds the KPI target consistently and is something we are always striving to perform to the highest standard.

¹ Excluding London

This included a terrific effort from the teams to keep the network open during Storm Dennis and Storm Ciara on consecutive weekends in February.

Winter Service

Cambridgeshire Highways' gritter drivers completed 40 gritting runs between November and March, keeping the highway network open and safe. This equates to over 1,500 individual gritter routes.

All routes were treated within the two hour target times, with the exception of 2 routes on Day 1 of the season. In addition to Cambridgeshire's fleet of gritters, quad bikes were used to treat the cycleways in Cambridge and the guided busway service track. Other areas such as town centres and footbridges are also treated.

4. Projects

The partnership delivered a number of capital funded projects which consisted of those outlined below.

Carriageway and Footway Maintenance	28
Local Highway Improvements	71
Projects – Private works	15
Delivering Transport Plan Aims	5
Bridge Strengthening	4
Road Safety	2
Traffic Signals	9
Cycling	14
Major Schemes	11

Additional Funding

The Council was awarded additional funding from the Department for Transport during 2019/20. This comprised of:

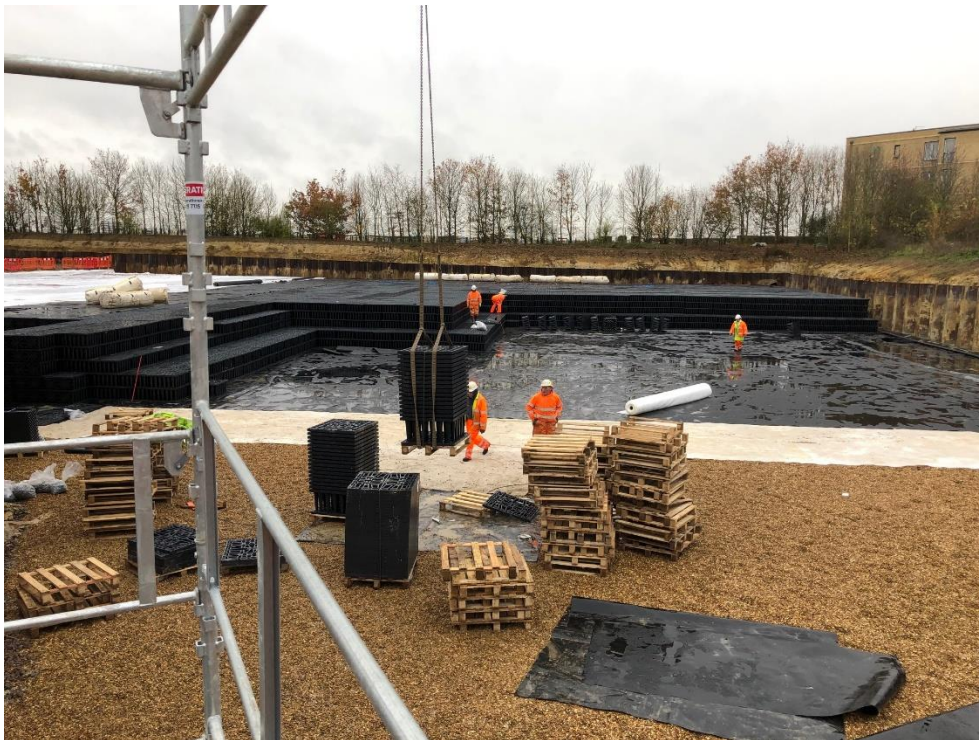
- Incentive fund £2.5m
- Pothole action fund - £800,000

Major Projects

Major projects that were on site or developed during 2019/20, the following being delivered for the Greater Cambridge Partnership include:

Trumpington

Works were completed to add more parking capacity to the existing Trumpington Park and Ride. Around 200 spaces were added. The project required diverting the existing pond into an underground 6,500m³ attenuation tank. The new car parking spaces were constructed over the top of this tanking. The final handover was conducted in May 2020, following a brief site closure due to coronavirus restrictions.



Histon Road

The Histon Road project aims to provide better bus, walking and cycling facilities along this key arterial route. A temporary one way system has been introduced to allow works to progress faster and disruption kept to a minimum. Works are now being carried out on 5 fronts on the project including on Histon Road itself and the Huntingdon Road junction. The project is planned to be complete by Summer 2021.

5. Contract Performance and Improvement

Cambridgeshire Highways' performance is measured using 18 key performance indicators (KPIs). The KPIs broadly cover the following areas:

- Timeliness of emergency response, routine and cyclical maintenance, scheme delivery and gritting
- Cost predictability – final costs to Cambridgeshire County Council compared to initial targets
- Value for Money
- Stakeholder Engagement
- Quality of work
- Efficient occupation of the highway network
- Health, safety and environmental performance
- Team integration and culture

The table below summarises KPI performance for 2019/20 ratified at the time of publication².

Key Performance Indicator	Target	Annualised Score	Comments
Percentage of in and out of hours' emergency calls responded to within the response time defined in the HOS	90%	95%	
Percentage of Cat 1 orders completed within agreed timescales, as defined in the HOS	90%	91%	
Percentage of schemes delivered to the agreed programme dates	95%	93%	On target since Jan 2020
Percentage of schemes delivered within +3%/-10% of agreed target costs	95%	81%	Focus area for 2020
Lost Time Incident Frequency Rate (LTIFR) To measure the employee time lost following an Incident per 100,000 hours worked.	1.2	0.0	
Percentage of Cat 2 orders completed within agreed timescales, as defined in the HOS	90%	90%	
Percentage of cyclic maintenance activities delivered to the agreed programme	95%	100%	
Percentage of Precautionary Treatment runs completed within the target detailed in the Winter Service Plan	100%	100%	
Number of Defect Certificates as % of total number of Task Orders.	2%	0.2%	
Percentage of non-compliance which would have resulted in an FPN as a proportion of all Street Works Permits that commenced in the reporting month.	5%	43%	Focus area for 2020
Accident Frequency Rate (AFR) To measure the number of reportable accidents per 100,000 person hours worked. Reportable accidents are those as defined under RIDDOR.	0.75	0.00	
Recycled Construction Waste, Percentage of arisings recycled into usable construction material	95%	98%	
Percentage of final accounts for all task orders that are agreed within 3 months of completion date	98%	78%	Achieved the target in Dec/Jan.

² All KPIs ratified and agreed by July 2020. Further measures to be agreed following 2019/20 financial closedown.

Work has been ongoing throughout 2019/20 to improve performance in several key areas. As a result, a significant improvement to delivery of schemes to planned programme dates has been made, such that the 95% target was achieved in the last quarter of the year.

Focus areas for improvement in 2020/21 include:

- improving street works notification times.
- processing and predictability of cost.

Business Intelligence Technology

Building on the work carried out to support the management of performance last year, Business Intelligence software has been used further. The software collates data from various sources and is used to support management decision making. The system has been used to great effect in improving the timescales taken to agree final accounts by providing bespoke reports tailored to each employee and highlighting the priority orders.

6. Efficiencies

Through introducing better working practices and introducing innovation in a structured way, Cambridgeshire Highways has delivered efficiency savings of circa £1.75 million during 2019/20. Some of the most significant savings and efficient ways of working are shown below.

Dragon Patcher

Following the purchase in 2018 of two new pothole patching vehicles, known as dragon patchers, these have been utilised more effectively throughout 2019/20. Orders have been programmed more efficiently, using the dragon patchers to complete large areas with multiple defects, where possible. As a result, the dragon patchers have completed 42,793 potholes and similar defects during 2019/20, representing over two-thirds of the total and providing over £1.4m of efficiency savings to the Council when compared to traditional methods. This includes a third patcher which was hired to Cambridgeshire County Council partway through the year and remains active on the network.



Examples of how other savings have been realised include:

- Supply chain efficiencies realised through economies of scale on the 2019/20 surface dressing programme – c.£235,000
- Aggregate recycling – c.£50,000
- Optimisation of road closures and sharing of traffic management – c.£10,000
- Joint training opportunities – c.£15,500

7. Safety, Health & Environment

Cambridgeshire Highways is committed to ensuring the health, safety and wellbeing of its employees. Several initiatives have been undertaken during 2019/20, including:

a. Mental Health

Mental Health Awareness week was held in May, shining a light on the high proportion of mental health issues in the construction industry.

b. Focus on Safety Eye Wear

Presentations and workshops were delivered focussing on the importance of safety eyewear. This included both Cambridgeshire Highways and supply chain employees.

c. Injury Free Environment (IFE)

Further training on the Injury Free Environment programme for Skanska, Cambridgeshire County Council and supply chain staff

d. Material storage

Storage bay assessments were carried out in all depots. These were followed up with repairs and maintenance alongside continued monitoring.

e. Contract Documentation

Review of various safety related documentation has been conducted, including full review of Construction Phase Plans for schemes.

f. Underground Services

Rollout of 'line in the sand' presentations on avoidance of underground services, alongside full review of permitting system to excavate. This was aimed at operational managers and supervisors with a separate version for operatives.



Cambridgeshire Highways maintained its good safety record throughout 2019/20 with no incidents taking place which required an employee to take any time off work. No lost time incidents have been experienced on our sites since September 2018 with no incidents notifiable to the HSE since the beginning of the contract in July 2017.

Climate Change and Environment Strategy

Cambridgeshire County Council (CCC) declared a Climate and Environment Emergency in May 2019, which was passed unanimously, and committed CCC to the development of a Climate Change and Environment Strategy and Action Plan, a consultation was undertaken in 2019/2020 and the Climate Change and Environment Strategy was formally approved in May 2020.

Our vision is to deliver net-zero carbon emissions for Cambridgeshire by 2050, in partnership with all stakeholders, whilst supporting our communities and Cambridgeshire's biodiversity and environmental assets to adapt and flourish as our climate changes.

CCC is committed to the UK Green Finance Strategy and becoming net-zero in carbon emissions by 2050. The Council is developing a range of green community energy initiatives to help deliver a cleaner and better environment for everyone but achieving this ambition can only be done in partnership with our businesses and communities. Skanska also

endorses this ethos in their business, something the partnership is prioritising going forward.

A Sustainability Business Group comprised of like-minded companies who are committed to Cambridgeshire's environment, society and future, as well as the health of their workforce, their aims are to help guide the development of these carbon offsetting initiatives, Skanska is participating on this working group. Within Cambridgeshire Highways we also planned for a Carbon Plan Workshop involving all parties within the partnership, to discuss the measures we can take to reduce our carbon footprint, the initial meeting has been deferred due to Covid19, and will be rescheduled in the near future.

8. Community Benefit

Communications Plan

A communications plan has been utilised throughout 2019/20 to communicate our activities with the public. A number of themes have been identified which inform and share key messages throughout the contract via a variety of media channels.

With updates on key messages relating to our service delivery, local events or incidents affecting our highway network.

Social Value Fund

To comply with the Social Value Act 2012 a social value fund was created within the Highway Services Contract. It operates in tandem with the contract's payment mechanism, which is based on target cost. For instance when a scheme is priced the price given is known as the target cost. Upon completion of the scheme the county council pay the actual cost of the work. Should the actual cost be higher than the target then this referred to as 'pain'. However if the actual cost is lower than the target this is referred to as 'gain'. For any 'gain' that is achieved Skanska are contracted to pay 20% into a pot known as the Social Value Fund.

Applications are submitted for consideration annually, where highways and transport staff across Cambridgeshire Highways, have been approached by community groups but existing budgets do not permit the financial support they are seeking.

The Social Fund Account is managed jointly by the Contractor and the Employer to release parts of the Social Fund Account to different third party social causes that comply with the social values of CCC, that are not already covered from existing budgets. A panel of 3 assess and score the applications. The panel consists of the Chair of the Strategic Collaboration Board (Chair of Highways & Transport Committee), Assistant Director Highways (Cambridgeshire County Council) and the Cambridgeshire & Peterborough Business

Director (Skanska). Scoring is made against 6 criteria; Corporate Outcomes, Added Value, Partner Benefits, Partner Impacts, Value for Money and Community Benefit.

In 2017/18, the first year of the contract, this social value fund amounted to £14,888.03 of which £11,600 was allocated to:

- Youth Travel Ambassadors - £4k
- Independent travel for special needs students - £2k
- Road Victims Trust - £2k
- Course for Event Organisers - £3.6k

In 2018/19 the sum of £27,732.98 was added to the fund. This has yet to be allocated, as the original proposal was not taken forward for a variety of reasons. Financial closedown of 2019/20 is still to be completed, however once complete it is anticipated that a further sum of money will be paid into the social value fund account. The current value of the fund sits at just over £31k, applications will be sought from Cambridgeshire Highways staff in September 2020 and funding allocated accordingly in due course.

Prospects Trust

Cambridgeshire Highways employees working for Skanska and our supply chain helped out again at Prospects Trust for a week in May 2019. The Prospects Trust is an organic farm in Cambridgeshire which provides young adults with disabilities the chance to learn, work and grow produce. Activities carried out included laying concrete paths to enable wheelchair users to move around the site, installing a soakaway in the car park, cladding a toilet block, turf laying and various other general maintenance activities.

Cambridgeshire Highways' supply chain members provided labour, plant and materials.



Houghton School, Hunts

Some Skanska Cambridgeshire Highways employees helped out at Houghton School in Autumn 2019 by creating a garden for a former student who died of a brain tumour.

Naming competitions

Naming competitions for our fleet of dragon patchers and 37 gritters were held over social media as well as via traditional press and radio. There were hundreds of suggestions with the winning names including:

Dragons – Al Patchino, You’ve Been Flamed

Gritters - Brad Grit, Usain Salt and Spread Sheeran

School visit

The dragon patcher was taken to St John’s School, Cambridge and presented to over 100 pupils as part of a wider activity about highway defects.

Using our apprenticeships to help the community

As part of their training, Cambridgeshire Highways apprentices resurfaced an area at Abbey College, Ramsey to allow easier access, removing steps and uneven slabs. Drainage was also installed to alleviate flooding. This and similar arrangements allow our apprentices to hone their skills whilst providing an improved environment for our communities.

