

Thursday, 04 November 2021

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**MultiFunction Room New Shire Hall PE28 4YE
[Venue Address]**

AGENDA

Open to Public and Press by appointment only

CONSTITUTIONAL MATTERS

- 1. Apologies for absence and declarations of interest**

*Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>*

- 2. Minutes - 7 September 2021 and Action Log**

5 - 22

- 3. Petitions and Public Questions**

KEY DECISIONS

- 4. March Area Transport Study Outline Business Case**

23 - 48

5.	Greater Cambridge Partnership's City Access Strategy and Wider Collaboration with Cambridgeshire County Council	49 - 58
OTHER DECISIONS		
6.	Business Planning Proposals for 2022-27 – opening update and overview	59 - 74
7.	Service committee review of the draft 2022-23 capital programme	75 - 94
8.	Active Travel Schemes Tranche 1 Experimental Traffic Orders - Cambridge, Ely and Histon	95 - 122
9.	Traffic Management Update	123 - 136
10.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	137 - 142
11.	Highways and Transport Committee Agenda Plan and Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels	143 - 144

Attending meetings and COVID-19

Meetings of the Council take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Council, please contact the Committee Clerk who will be able to advise you further. Meetings are streamed to the Council's website: [Council meetings Live Web Stream - Cambridgeshire County Council](#). If you wish to speak on an item, please contact the Committee Clerk to discuss as you may be able to contribute to the meeting remotely.

The Highways and Transport Committee comprises the following members:

Councillor Lorna Dupre (Chair) Councillor Peter McDonald (Chair) Councillor Gerri Bird (Vice-Chair) Councillor Alex Beckett Councillor Piers Coutts Councillor Douglas Dew Councillor Janet French Councillor Ryan Fuller Councillor Derek Giles Councillor Simon

King Councillor Mac McGuire Councillor Brian Milnes Councillor Neil Shailer Councillor Alan Sharp and Councillor Mandy Smith

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

Highways and Transport Committee: Minutes

Date: 7 September 2021

Time: 10.00am to 13:01

Present: Councillors Alex Beckett, Steve Corney, Piers Coutts, Doug Dew, Ryan Fuller, Bryony Goodliffe, Simon King, Brian Milnes, Edna Murphy, Neil Shailer, Tom Sanderson, Alan Sharp, and Mandy Smith

Venue: The Burgess Hall, St Ives

26. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Bird, Giles and McGuire.

There were no declarations of interest.

27. Minutes – 27 July 2021

The minutes of the meeting held on 22nd June 2021 were agreed as a correct record and signed by the Chair subject to the following amendment:

28. Highways and Transport Committee Action Log

The Committee noted its Action Log. A Member raised actions that were agreed as part of the item presented to the June meeting of the Committee relating to the King's Parade barriers that did not appear on the action log. It was requested for these to be added. **ACTION**

An action relating to the A14 item that was presented to the July meeting of the Committee had been missed off. Representatives from Highways England had undertaken to provide their strategy for the disposal of derelict buildings along the route. **ACTION**

29. Petitions and Public Questions

Several public questions were received and taken during the relevant agenda item. The responses are contained at Appendix A to these minutes.

30. Integrated Block Transport Strategy Aims Funding Allocation

Members considered a report regarding the Integrated Block Transport Strategy Aims Funding Allocation that requested Members consider the allocation of funding. Funding was provided by the Department for Transport to the Cambridgeshire and Peterborough Combined Authority (CPCA) and that funding (£3.2m) was passed to Cambridgeshire County Council. The Highways and Transport Committee previously approved the use of the funding at its March 2021 meeting. Funding was allocated to different categories,

listed at paragraph 1.2 of the report. The presenting officer reported delay to many schemes that were unable to begin to the COVID-19 pandemic and drew attention to their progress listed in Appendix A of the report.

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

- Drew attention to paths being created that did not meet the needs of equestrian users and sought assurance that all users were considered when developing routes. Officers explained that target users would largely depend on the scheme being developed and the location and assured the Committee that inclusivity was a key consideration when developing schemes.
- Noted that Local Access Fora contained representation from the equine community.
- Requested that a future report be presented to the Committee that set out a policy regarding the surfacing of paths for non-motorised users that would ensure clarity for officers and users. Officers informed the Committee that an Active Travel Strategy report would be presented to the Committee later in the year and surfacing policy requirements would form part of it.
- Sought clarity regarding the prioritisation and allocation of funding to the list of projects set out in the report and commented that the change in administration would affect the prioritisation of schemes. Officers explained that many of the schemes were for development and there would be opportunities for the schemes to change. If additional weight was given to air quality and climate change, the results would have been the same.
- Commented that the process was opaque and that it was difficult to understand how the priorities were arrived at. It was therefore imperative to have Member involvement in the setting of priorities. Attention was drawn to several schemes in the Wisbech area that were not contained within the report that should have at least been acknowledged within the report even if they were rejected.

It was resolved to:

- a) Note the progress of the Carry Forward Schemes;
- b) Support the proposed allocation of the DTSA 2021-22 funding to projects.

31. Cambridge South Station

The Committee received a report relating to Cambridge South Station and comments collated from officers with different technical specialisations. This would be submitted to Network Rail. Council was supportive of the scheme that was backed by several policies. However, a holding objection was in place to ensure that Council can secure Protective provision for the guided busway and work with Greater Cambridge Partnership to ensure provision for Cambridge South East Transport (CSET).

During the course of discussion Members:

- Expressed concern regarding the size of the station and potential for expansion as the predominantly laboratory-based work in the area would not experience the same level of home-working as other sectors. The forecast growth rate was too low and the only areas where expansion could take place would be within the Clay Farm green space and the green belt. The pick-up and drop-off points were limited and although active travel was key, it was important that expansion could be achieved in the future. There would also be many people using the station that would be attending Addenbrooke's Hospital that would be less able to get there by walking that also needed consideration. Onward travel and how the station interfaced with the cycling network also required more detailed consideration. When built it was essential that the station interacted successfully with the local area and that there was sufficient budget to improve links.
- Reinforced the capacity issue for current or future growth given the projected number of visitors to the Addenbrooke's site as connectivity for outpatients was key. 32k visitors to the site currently in plan. Want that reinforced. Connectivity to outpatients was key.
- Highlighted the impact of traffic on residential areas such as Red Cross, Nine Wells and Trumpington and the potential requirement for mitigation measures to reduce the impact.
- Highlighted connectivity with East West Rail (EWR) that was due to have an interface with the station. Officers commented that that EWR was progressing but was at a different stage of development. All stakeholders were communicating with one another to ensure a joint approach and to ensure that nothing during the development of the station would negatively impact on EWR. There were also no anticipated capacity issues when EWR was built.

It was resolved unanimously to:

- a) Delegate to the Executive Director for Place and Economy in consultation with the Chair and Vice-Chair of Highways and Transport Committee approval of the submission of formal documents related to the Cambridge South Station and the related Inquiry;
- b) Review and approve the proposed comments as detailed in Appendix A of this report. Nothing that these are not part of a formal consultation process but comments on the TWOA submitted by Network Rail for Cambridge South Station.

32. Road Safety Schemes 2021

The Committee received a report relating to road safety schemes proposed for 2021-22. The presenting officer drew attention to the annual road safety budget and explained that it was common for funding to be rolled over into future years to deliver schemes.

The Chair invited Mrs Margaret Lumb (Chairman St Ives area Road Safety Committee) to address the Committee. Mrs Lumb informed the Committee that the Wheatsheaf Crossroads featured at every meeting of the Road Safety Committee as it was considered the most important junction in the area. There were a significant number of minor collisions that occurred that were not reported to the Police and therefore were not included within the accident statistics. Mrs Lumb did not personally use the junction as she considered it too dangerous and drivers routinely ignored give-way signs. She was delighted that the money had been allocated for traffic lights and having canvassed opinion she expressed great disappointment that a staggered junction had now been proposed. A significant number of accidents were a result of driver error and therefore lighting should be improved at the junction as visibility was often poor during winter months and the 60mph was too high. Recent temporary traffic lights that were installed while new pipe works were installed worked well. Mrs Lumb concluded by pleading with the Committee that financial considerations did not come before saving lives and preventing accidents.

The Chair invited local Member, Councillor Steve Criswell to address the Committee. Councillor Criswell began by informing the Committee of the strength of feeling within the local community about Wheatsheaf Crossroads and it was the subject of many letters and emails to him as the local Member. Councillor Criswell welcomed the options appraisal. He informed the Committee that a traffic light solution was the preferred option when the work began and that position continued during subsequent meetings. Huntingdonshire District Council (HDC) were approached for funding through the Community Infrastructure Levy (CIL). Prior to the bid being made, officers had sight of the Milestone report in March 2021 and a meeting was convened with the previous Chair of the Committee and Councillor Criswell at which it was proposed that staggered junctions would be preferred and questioned whether we would want to continue with lights. Councillor Criswell drew attention to Appendix D of the report that contained the pros and cons of the options. The con for the staggered crossing was that it did not improve opportunities for crossing the road which did not solve the two issues that were trying to be solved. A signalised crossing was the only way to force drivers to stop. While Councillor Criswell understood the methodology of the cost-benefit analysis, he was unable to support it due to the paramount importance of saving lives. A staggered junction could still result in accidents at the junction.

The Assistant Director – Highways advised that it was important to ensure that the implemented solution was the right one. The methodology used within the options appraisal was the industry standard. The driver did have to rely on their own judgement; however, the staggered junction significantly reduced the cognitive load on a driver and therefore made the manoeuvre easier. It was also important to note that delay to a journey could also impede decision making and increase risk taking. The report sought to identify the most appropriate and effective solution. Not necessarily the cheapest.

The Democratic Services Officer relayed comments from Milton Cycling Campaign to the Committee. The section of the A10 between Car Dyke Junction and Milton had recently been downgraded to 40 mph, but it had already been observed by many nearby residents that many vehicles were not adhering to this new speed limit with dangerous overtakes being reported. This behaviour increased the perceived risk on this road and depressed cycling and walking numbers.

The Milton Cycling Campaign requested that the following measures be considered for the A10:

- Road width should be reduced to reflect the width of a 40mph speed road.
- Lack of consistency with nearby and minor roads (for example, the A10 was 40mph and vehicles leaving the road to Ely Rd and that road being 50mph. Similarly, Butt Lane, with that road, being narrower and faster at 60mph). It was important to highlight that both roads had adjacent shared pavements which no longer met LTN 1/20 standards and were poorly maintained, in particular the Butt Lane path. For this reason, Milton Cycling Campaign suggested that the roads should have their speed limit downgraded to 40mph for pedestrian and cyclist safety.
- Traffic lights should be installed at the Humphries Way / Landbeach Rd junction to help people cross the road safely from Landbeach to Milton, and vice versa.
- Speed cameras should be installed.

Butt Lane (until Impington), Ely Rd (Milton) and the A10 from Butt Lane traffic lights to new 40mph speed limits should all have their speed limits reduced to 40mph.

While discussing the report, Members:

- Noted the significant disadvantage of a staggered junction in that it did not improve the junction for the driver as two turns had to be made. Officers explained that the disadvantages were objective and that traffic lights had their own disadvantages such as red-light blindness that could be equally dangerous.
- Drew attention to the area and the businesses located on and around the junction including Envar and the Cambridgeshire County Council Recycling Centre. The road was busy and there were hidden dips. Therefore, traffic lights represented the best solution.
- Emphasised that a staggered junction was not the preferred option for the local community.
- Noted the success of smart traffic lights that had been installed in the Fenland area and commented further that a staggered junction was not the right solution.
- Highlighted the role and knowledge of the area that local Members had. The Wheatsheaf Crossroads was the number one accident black spot in Huntingdonshire. It was essential that the Committee acknowledge the views of local people and that if a staggered junction did not work then it would weigh heavily on the Committee.
- Commented that drivers often misjudged the junction due to hidden dips and the blind crest of the hill. There was a risk that a staggered junction would create a different accident cluster further down the road. Attention was drawn to speeding

and the installation of a speed camera on the junction following a fatal road traffic accident several years ago.

- Noted the comments of the Assistant Director – Highways who informed the Committee that it was essential that the process was evidence led and that it was good practice to continually challenge whether a solution would result in the greatest benefit. Officers had worked throughout to achieve a solution that would provide the greatest reduction in accidents at the crossroads. Traffic lights were originally identified as the preferred solution however, the options assessment had resulted in a different outcome. Traffic lights were identified initially as the cheapest option as there was no land uptake required. However, as the scheme developed it became apparent that land uptake would be required, together with significant fibre optic cabling work. It was also highlighted to the Committee that traffic-light controlled junctions also experienced significant levels of accidents and rear-end shunt collisions would likely increase. A staggered junction would reduce the conflict points and reduce the decision making of the driver and was evidenced that it would reduce collisions.

The Chair, summing up the debate commented that the work he had seen officers undertake, it was clear that the primary concern was the effectiveness of the solution rather than cost. The Chair noted that there was not significant support for a staggered junction. It was also important for the community to understand that there would likely be delay to a traffic light solution and cost implications due to the land purchase requirements.

It was proposed by Councillor French and seconded by Councillor Smith to amend recommendation b) in order that a traffic light solution be implemented at the Wheatsheaf Crossroads. On being put to the vote the amendment was carried unanimously.

It was resolved unanimously to:

- a) Approve the capital programme of safety schemes for 2021/22 outlined in Appendix A; and
- b) Agree the preferred safety solution for Wheatsheaf Crossroads to be developed and work with partners to identify the required funding.

33. Civil Parking Enforcement

The Committee considered a report that sought Members' consideration of the application of Civil Parking Enforcement (CPE) in the Fenland, Huntingdonshire, and South Cambridgeshire districts.

During discussion Members:

- Sought clarification regarding the timing of the agency agreements. The presenting officer explained that the drafting of the agreements would take place over the next few months. Although it was not a requirement for the agreements to be in place

before an application to the Secretary of State was lodged it was prudent for the Council to have the agreements in place.

- Highlighted illegal and inconsiderate parking in rural areas and questioned whether the scheme would apply to villages and towns. Officers confirmed that it would and there would likely be targeting of areas to offer the most effective enforcement.
- Noted the comments of Councillor French who had worked hard for the scheme to introduced at Fenland District Council and drew attention to the funding supplied by the Cambridgeshire and Peterborough Combined Authority. Concern was raised that applications could only be submitted in April or October and that October 2022 was considerable time away. The presenting officer confirmed that the timetable was indicative and the submission could be made earlier, then it would.
- Highlighted the seeming difference in process between what was followed by Huntingdonshire and Fenland District Councils when compared to South Cambridgeshire due to the involvement of the Greater Cambridge Partnership (GCP). Clarity was sought regarding the reference in paragraph 2.4 of the report relating to a time-limited element and a reference to Cambridgeshire County Council introducing on-street parking charges. It was essential that all districts were operating on an even basis in terms of funding. It appeared that South Cambridgeshire had not agreed to fund to the same level as the others and it was not clear how long the GCP funding would last or how a deficit would be handled.
- Questioned whether there was a point at which there would be a clearer view of the financial model and at what point resources were committed in earnest. The presenting officer explained that each District Council was slightly different and that South Cambridgeshire had not provided the financial information yet.
- Noted that East Cambridgeshire District Council was developing a scheme that was community based under Section 38 of the Police and Crime Act. Free parking in Ely was maintained to encourage tourists and visitors to the area.
- Noted that Traffic Regulation Orders (TRO) were the responsibility of Cambridgeshire County Council to ensure they were correct. The TRO process was contained within the preparatory work within the capital set-up costs.
- Noted that Fenland District Council would fund any deficit regarding the scheme and would not be introducing car parking charges unless compelled to by the Government owing to the high levels of deprivation in the area.
- Noted that if Huntingdonshire and Fenland District Councils applications could be submitted ahead of South Cambridgeshire's if they were ready to do so. It was also confirmed that any surplus revenue from on-street parking charges would be returned to Cambridgeshire County Council.

It was proposed by the Chair with the unanimous agreement of the Committee that a report be presented to the November meeting that clarified the funding arrangements with the Greater Cambridge Partnership.

It was 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 CPE in Fenland, Huntingdonshire and South Cambridgeshire;
- b) Delegate approval of Agency Agreements with Fenland, Huntingdonshire and South Cambridgeshire District Councils, a funding agreement with the Greater Cambridge Partnership and the Department for Transport application to the Service Director (Place and Economy) in consultation with the Chair of the Highways and Transport Committee; and
- c) Request an update report including clarification of the funding of the schemes at the November Committee meeting.

34. Winter Service Plan 2021-22

The Committee received the Winter Service Plan 2021-22 that sought the Committee's approval to provide a winter service (gritting) on part of the highway network, to ensure the winter service network was open to traffic during the winter season and to support the procurement plan of the gritting fleet to deliver that service.

While discussing the report, Members:

- Welcomed the drive to recruit volunteers and questioned how that would be achieved. The presenting officer explained that work had begun with the Communications Team and targeted media. Alternative means of engagement were being considered and welcomed the role that Councillors could play in delivering the message to Parish Council meetings they attended.
 - Requested that an update report be presented to the Committee in 12 months' time.
- ACTION**

It was resolved unanimously to:

- a) Approve the Winter Service Plan for the 2021-2022 to 2024-2025 winter gritting season;
- b) Delegate any significant changes to the Plan to the Executive Director in consultation with the Chair and Vice Chair of this Committee;
- c) Approve the Winter Gritting Vehicle Procurement Plan for the contract implementation on 1st June 2022; and
- d) Provide an annual update on the Winter Service Plan.

35. Finance Monitoring Report

The Committee received the July 2021 iteration of the Finance Monitoring Report. Introducing the report, the presenting officer highlighted that there little change regarding the revenue position. There was a reported forecast underspend of £205k that was largely due to less than expected energy cost inflation for street lighting. There were also losses of income due to the Covid-19 pandemic, however, there was provision within the Business Plan for them to be offset. Attention was also drawn to Appendix B of the report that contained costs relating to the procurement of interim resources.

During discussion

- Noted the overall transformation programme that was running through the Place and Economy Directorate that had created a degree of staff churn. Interim staff had therefore been taken on to ensure continued delivery during the transformation period.
- Requested that Sutton Road was removed from the reference to Leverington Common within the report as they were not part of the same scheme an that the Parish Council was considering a LHI bid for Sutton Road. **ACTION**
- Drew attention to the HR report that was dated 31st January and questioned why the data was significantly out of date. The presenting officer explained that since LGSS ceased operation the reporting function passed to the Business Intelligence team. There had been some deterioration in the quality of the data and it was anticipated that up to date figure would be provided at the next Committee.

It was resolved to:

- a) Review, note and comment upon the report; and
- b) Endorse the procurement approach for interim resources in the Highways & Transport teams as set out in Appendix B to the report.

36. Recommendations from the Royston to Granta Park Strategic Growth and Transport Study Stage 1

The Committee considered recommendations from the Royston to Granta Park Strategic Growth and Transport Study Stage 1. The report sought the approval of Members to request that the Cambridgeshire and Peterborough Combined Authority (CPCA) released funding for further development based on the recommendations from the Royston to Granta Park Strategic Growth and Transport Study.

During discussion Members—

- Drew attention to the removal of option to consider junction 9. Local Members and the Steering Group had been clear that they wanted it as an option as the COVID-19 pandemic had changed things considerably. Attention was also drawn to a project

to improve Whittlesford Park Way commissioned by the Cambridgeshire and Peterborough Combined Authority (CPCA). The Shelford and Whittlesford Rail User Group had expressed disappointment that there was a lack of ambition. The presenting officer commented that there were several different elements that required consideration, one of which was carbon and climate change. The intention was to provide options that allowed people to express a choice rather than just major road building.

- Requested that sight lines be considered when installing LED street-lighting. Officers responded by informing the Committee that savings resulted from the reduction in electricity usage and not street-light columns.

The Committee agreed unanimously to remove the word not from recommendation e) of the report.

It was resolved unanimously to:

- a) Confirm the Council's continued support for the development and delivery of the A505 non-motorised user bridge by Greater Cambridge Partnership with Hertfordshire County Council;
- b) Recommend the outcomes of the study to the Cambridgeshire and Peterborough Combined Authority (CPCA) for approval;
- c) Request that the CPCA reviews with the Council the scope and funding allocation for the Stage 2 of the study to ensure that they are appropriate to enable the work to satisfy the requirements of the next Gateway Point in the CPCA's Assurance Framework;
- d) Request the release of funding for Stage 2 of the study;
- e) Recommend to the Combined Authority that the M11 junction 9 all movements option should be included for consideration at the Strategic Outline Business Case stage; and
- f) Consider new appointments to the Member Steering Group for the next stage of development of the study, should the CPCA release funds for the study be taken forward.

37. Business Planning Proposals for 2022-27 – opening update and overview

Members received the initial introduction to the business planning proposals for 2022-27. Areas for development were contained within Appendix 4 of the report and officers would report back to the Committee in the Autumn with business cases for Members to consider.

Commenting on the report a Member drew attention to the list of savings, in particular regarding drainage maintenance and operation and emphasised that it was not an area that could be cut. The Interim Director: Highways, explained that it was an invest to

save proposal that involved using technology to monitor drains that alerted when attention was required.

It was resolved to:

- a) Note the overview and context provided for the 2022-23 to 26-27 Business Plan; and
- b) Comment on the list of proposals (set out in section 5.2) and endorse their development

38. Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies

The Committee noted its agenda plan and the additions requested during the meeting.

Chair
4th November 2021

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 27th October 2021 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	Emma Murden	<p>Discuss with Skanska the feasibility of offering an enhanced pothole repair service.</p> <p>This was raised again at the Highways and Transport Committee on 15th September</p>	<p>Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services.</p> <p>Meeting held with Skanska on 26/11/20.</p> <p>A briefing note is being prepared on the potential way forward for initial discussion with Chair and Vice Chair. Further work is likely to be needed and a note will be circulated to Members on the possibilities, likely to be in the summer.</p>	<p>IN PROGRESS</p> <p>27.08.21 - Ongoing with the pothole working group and Highways Improvement Board.</p>

Minutes of Highways and Transport Committee 15th September 2020

29.	Cambridgeshire Highways Contract Annual Report 2019-20	Dom Donnini	Request for a new policy for seeking compensation for developer damage to free up local highways offices resources.	Officers would investigate the practicalities and bring back proposals for further consideration on this wide ranging issue. This is being picked up as part of the DCO work	Complete
-----	--	----------------	---	---	----------

Minutes of Highways and Transport Committee 19th January 2021

63.	Minutes Action Log	Dawn Cave/ Alex Deans	Committee had previously agreed a report on Wisbech Access Strategy would come to Committee. Clerk to check what was agreed and schedule a report to a future Committee meeting.	Following presentation of the project to the CPCA Board on the 23 August 2021, the project will be discussed at the Chair & Vice Chair meeting	Ongoing
66.	Cambridgeshire County Council Commuted Sum Proposals	Alex Deans	Final consultation document to be circulated to Members, who could then comment accordingly. Action required.	Following discussion with the Chair the proposals are being developed into a draft "Commuted Sum Policy", to be shared with Members of the committee.	Ongoing

Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
5.	Minutes Action Log		Member highlighted highways planning guidance for making walking and cycling the most attractive option. It was requested that it be added to the Action Log		Ongoing
6.	King's Parade	Sonia Hansen	<ul style="list-style-type: none"> •A strategic visitor/anti terror plan including St John's / Market Square needs to be provided to the Committee • A refreshed consultation on the barrier over and above the 21 days ideally 60 days • A revised design for the barrier in keeping with the King's Parade environment •Improved cycling safety and accessibility, and disabled access •An amended permanent order to take these changes into account by the end of 2021 •An SLA entered into and signed by the Chief Inspector •Officers would work with CamCycle and Cambridge City Council in partnership •The police risk assessment would be provided to the Committee •The County safety audit would be provided to the Committee 	A confidential briefing was provided to Members by the Police and a report is on the agenda to be presented to the November meeting of the Committee.	Complete

8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	David Allatt	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at	To be discussed at regional traffic managers meeting on Friday 3 September and views fed into live inquiry as required	Ongoing
10.	Local Highways Improvement Panel Scoreboards	Joshua Rutherford	Requested additional guidance or training for Members regarding LHIs and the process that underpins them	<p>We plan to review the LHI process as soon as we are able. Now the new structure is in place, we will set up an LHI working group, similar to those used in the past to review current processes and discuss potential changes to the initiative.</p> <p>All-Member briefing provided regarding LHI process in September 21.</p>	Complete

Minutes of Highways and Transport Committee 7 September 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
28.	Action Log	Daniel Snowdon	Add actions relating to King's Parade to the Action Log Highways England undertook to provide the Committee with their strategy for disposal.	Added to Action Log.	Complete
28	Action Log	Daniel Snowdon	Action related to derelict buildings in Bar Hill to be added to the Action Log.		Complete
34.	Winter Service Plan	Daniel Snowdon	Update report required in 12 months. Add to forward agenda plan		Complete
35.	Finance Monitoring Report		Requested that reference to Sutton Road was removed from the Leverington Common		

March Area Transport Study Outline Business Case

To: Highways and Transport Committee

Meeting Date: 4 November 2021

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): March North and Waldersley, March South and Rural, Whittlesey South

Key decision: Yes

Forward Plan ref: 2021/066

Outcome: To report the outcome of the March Area Transport Study Outline Business Case and seek approval to proceed to Full Business Case stage.

Recommendation: The Committee is asked to:

- a) Note and comment on the conclusions of the March Area Transport Study Outline Business Case;
- b) Note progress on delivery of the March Minor Schemes approved at the September 2020 Highways and Transport Committee; and
- c) Approve the programme and costs for Full Business Case and detailed design of the March package of schemes, providing funding is made available by CPCA Board and a suitable funding agreement with CPCA is agreed.

Officer contact:

Name: Steve Newby
Post: Transport and Infrastructure Officer
Email: Steve.Newby@cambridgeshire.gov.uk
Tel: 01223 699811

Member contacts:

Names: Cllr Peter McDonald / Cllr Gerri Bird
Post: Chair / Vice-Chair
Email: Peter.McDonald@cambridgeshire.gov.uk
gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The original March Area Transport Study (2011) and the March Market Town Transport Strategy (2013) identified a number of transport interventions that were needed to address existing congestion problems and provide capacity for housing and employment growth identified in the currently adopted Fenland Local Plan for March. Although these pinch points were identified in previous studies, no schemes were devised to address the problems.
- 1.2 The Cambridgeshire and Peterborough Combined Authority (CPCA) presented a paper at its March 2018 board meeting that set out spending on transport during the period 2018-20. The March Junctions Improvement Package was one of the transport schemes identified in the pipeline of schemes and was allocated £100k in October 2017 and a further £1m in March 2018 for a feasibility study with responsibility for leading and delivering the study delegated to Cambridgeshire County Council (CCC). CCC subsequently appointed Skanska (now Milestone Infrastructure) as its consultant support for the study through its Highways Services Contract and the study was renamed as the March Area Transport Study (MATS).
- 1.3 In addition, following approval from Economy and Environment (E&E) Committee in July 2018, a Member Steering Group (MSG) was established to ensure Local Member involvement throughout the study. This MSG has met eighteen times to date and has guided the study throughout its development.
- 1.4 The study has examined a wide range of options developed from officer led workshops and subsequently reviewed by the MSG. These options were assessed using bespoke transport models at a higher strategic and more detailed operational level. Study outcomes are detailed in the Options Assessment Report that was reported at the March 2020 Economy and Environment Committee. Approval to proceed to Public Consultation with the options identified was also granted at the March 2020 committee meeting.
- 1.5 Consultation was held between 15 May and 28 June 2020 which was online only due to the Covid-19 pandemic. Results showed strong public support for the options presented in the OAR and a Strategic Outline Business Case (SOBC) was submitted in October 2020.
- 1.6 Approval to move to Outline Business Case (OBC) stage was granted at the September 2020 Highways and Transport committee after £1.0m funding to enable that was approved and released at the CPCA Transport and Infrastructure committee and Board meetings in August 2020. The September 2020 committee also approved the construction of a number of minor schemes in March and these are outlined in Appendix A.
- 1.7 CPCA remain keen to press ahead with the study and will present findings from the OBC at the Transport and Infrastructure committee meeting on 8 November 2021, recommending proceeding to Full Business Case and requesting release of £1.5m funding to enable that.

2. Main Issues

Outline Business Case

- 2.1 The MATS Outline Business Case (Executive Summary attached in Appendix B) was completed in September 2021 and built upon the Strategic Outline Business Case submitted in October 2020. The OBC is based on the Department for Transport's The Transport Business Model (2013) guidance as it follows the three phase approach for making major investment decisions;
- Phase 1 Strategic Outline Business Case,
 - Phase 2 Outline Business Case, and
 - Phase 3 Full Business Case (FBC).
- 2.2 This approach is also followed by the CPCA.
- 2.3 The OBC has been developed following HM Treasury's Five Case Model; the strategic, economic, financial, commercial and management cases. The OBC makes the case for constructing the package of March improvement schemes and demonstrates that there is a strategic need for change, the package offers value for money, is commercially viable, is financially affordable and is deliverable.
- 2.4 The package of March improvement schemes covered by the OBC is:
- A141/Peas Hill roundabout capacity improvement, in conjunction with a developer funded and delivered roundabout at the junction of A141/Hostmoor Avenue
 - A141/Twenty Foot Road junction, introduction of traffic signals
 - Broad Street/Dartford Road/Station Road junction, replacement of traffic signals with a mini roundabout and converting Broad Street to a single lane in each direction.
 - Development of a Northern Link Road between Hundred Road/Melbourne Road in the south and Longhill Road to the north
 - High Street/St Peters Road upgrade to existing traffic signals.
- 2.5 It is important to note that the OBC considers the above schemes as a package. Furthermore, the Broad Street scheme above is closely aligned with a pedestrianisation scheme for Broad Street that is being delivered as part of March's successful Future High Street Fund (FHSF) bid. The Broad Street FHSF scheme is currently at concept design stage but work needs to progress quickly in order to meet the challenging timescales for completing construction by April 2024. The MATS Broad Street scheme is inextricably linked to the FHSF Broad Street scheme, so construction of the two schemes needs to happen simultaneously.
- 2.6 Four of the schemes reported in the OBC have completed the preliminary design stage. Preliminary design for the Northern Link Road continues due to protracted negotiations over the past year with Network Rail over access to their land to complete required surveys. This is reflected in the programme reported later in this report.
- 2.7 The Economic Case of the OBC demonstrates that the March package offers high value for money with a central growth scenario benefit to cost ratio (BCR) of 2.9. Under low growth

assumptions the BCR is 1.6, while high growth assumptions increase the BCR to 4.6. Note that the impacts of Covid-19 and Brexit have not been assessed at this stage in the absence of any guidance from DfT. This would be considered during the next stage of the study when guidance is forthcoming.

- 2.8 The Financial Case demonstrates that the recommended package of schemes is financially affordable. The scheme costs used in the assessment include base investment cost, risk adjusted base cost, inflated risk adjusted cost (outturn cost), and inflated risk adjusted cost including whole life costs in line with guidance. For the March improvement schemes package, the inflated risk adjusted cost, including whole life costs over the 60-year assessment period, is estimated at this stage at £30m and the outturn cost required to deliver the package is estimated at £29m. These scheme costs have been peer reviewed by CCC colleagues in Project Delivery who were involved in calculating the costs during development of the OBC and the costs will be reviewed as the detailed design of the schemes develop during the FBC stage. During the FBC stage any changes in inflation between now and then will be accounted for in the revised scheme costs.
- 2.9 Potential funding sources for the schemes include the Transforming Cities Fund, the Levelling Up Fund, the CPCA Single Investment Fund and Section 106 developer contributions and this will be explored further during the next stage of the study.
- 2.10 The Commercial Case demonstrates that the package of schemes is commercially viable. Routes to procurement available include the Eastern Highways Alliance Framework 3, Standalone – ‘Find a Tender’ service; the existing Cambridgeshire Highways Services Contract; and the Cambridgeshire and Peterborough Joint Professional Services Framework. The preferred procurement strategy and sourcing options will be developed during the FBC stage.
- 2.11 The Management Case demonstrates that the package of schemes is deliverable. CCC has delivered similar projects in recent years including the Wisbech Access Strategy, Kings Dyke level crossing replacement and the Ely Southern Bypass. Appendix C shows the proposed structure for delivering the package of schemes during the next stage of the study and the delivery timetable is presented later in this report. The assurance and approvals plan in the OBC states that the CPCA will manage the MATS in accordance with its existing assurance and approvals processes, as detailed in the CPCA Assurance Framework and Ten Point Guide. As part of the CPCA Assurance Framework process, an Independent Technical Evaluation (ITE) of each business case, including this OBC, will be undertaken at each stage of the project. As part of the risk management strategy, Project and Construction Risk Registers have been prepared for the study.
- 2.12 The identified approach to communication and stakeholder engagement in the OBC requires the provision of regular updates to stakeholders, engagement with stakeholders, and ensuring that information is shared using appropriate methods of communication. To date, regular Members’ Steering Group (MSG) meetings have been held throughout the development of the MATS. An online MATS consultation event was held between May 2020 and June 2020, and a public consultation exercise regarding the March Future High Street Fund proposals ran in May 2020. Further consultation on the MATS schemes is proposed during the next stage of the study.
- 2.13 The overall conclusion of the OBC is that there is a compelling case for the CPCA to progress the recommended package of MATS improvement schemes to detailed design

and an FBC. The schemes proposed as part of the improvement measures meet the objectives identified, and the benefits clearly outweigh the costs and offer high value for money. With good governance and good project management, the risks can clearly be managed.

MATS Minor Schemes

- 2.14 The package of minor schemes approved for delivery at the September 2020 H&T committee included nine schemes, detailed in Appendix A.
- 2.15 Of these schemes seven have been completed with the remaining two, Upwell Road/Cavalry Drive speed reduction measures and Norwood Rd traffic calming earmarked for completion by February 2022.
- 2.16 Furthermore, the Pedestrian and Walking Strategy document that was produced in May 2020 is now being assessed to determine which of the 91 interventions identified by the strategy can be progressed through to preliminary design. This work is due to be completed in January 2022 and will result in a set of preliminary designs for sifted schemes.

Programme and costs for Full Business Case

- 2.17 The OBC outlines a delivery programme for the next stage of the study as shown in Table 1 below. Appendix D outlines an indicative delivery programme through to construction for the schemes.

Table 1: MATS Full Business Case and Detailed Design Programme	
Activity	Duration
Independent Technical Examination of OBC CCC, FDC & CPCA committees seeking approval to move to FBC & detailed design	Nov 21 – Jan 22
MATS Full Business Case & detailed design (for all schemes except Northern Link Road. Northern Link Road to be completed to end of preliminary design) Stakeholder consultation	Feb 22 – Dec 22
Independent Technical Examination of FBC CCC, FDC & CPCA committees seeking approval for FBC	Jan 23 – Mar 23

- 2.18 Estimated costs for producing a Full Business Case and detailed design of the individual MATS schemes are:
- Consultant costs = £830k
 - CCC costs = £671k
 - Total = £1.501m

- 2.19 Release of these funds is being requested at the November 2021 CPCA Transport and Infrastructure committee and Board meetings. If this funding is not released CCC will not proceed with this work and there will be no financial burden on the council.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

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

- The primary focus of MATS is to enable growth in the study area. This is both housing and employment growth which would be to the benefit of the local community.
- Additional aims are to reduce congestion and improve safety across the area which will result in economic benefits to the local community.

3.2 A good quality of life for everyone

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

- MATS will improve access in the study area which will assist with providing better links to employment, health and education.
- MATS has considered the use of sustainable forms of transport which have health benefits. Funding for the delivery of pedestrian and cycling improvement schemes identified by MATS is being sought from CPCA

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

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

- MATS has delivered zebra crossings on St Peters Rd and Station Road enabling safer crossing of busy main roads for school and nursery age children.
- MATS will assist with making Broad St a more pleasant place for children to visit which will be less dominated by car traffic.

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

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

- The transport schemes outlined in the OBC are aimed at reducing vehicle delays and congestion thereby reducing emissions from idling engines
- The walking and cycling schemes currently being assessed in the Walking and Cycling Strategy aim to promote walking and cycling across the town which will encourage reduction in vehicle use. Funding for these schemes is being sought from CPCA.
- The aspiration to improve public realm on Broad Street could further encourage non-car use with associated benefits in air quality.

3.5 Protecting and caring for those who need us

There are no significant implications within this category.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in sections 2.18 and 2.19 above.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- For the OBC stage of MATS Skanska (now Milestone Infrastructure) were procured for design and business case work through the Highways Services Contract because of their high-quality work on the previous stage of the study. This was in line with CCC procurement practises.
- For the FBC stage, colleagues in Project Delivery have recently undertaken a mini competition assessment of Milestone, Atkins and WSP proposals for the work. Milestone are available via the Highways Services contract, with Atkins and WSP available via the recently established Joint Professional Services contract.
- On the basis of this assessment, Atkins will be offered the FBC and detailed design work for MATS. This is in line with CCC procurement practice.

4.3 Statutory, Legal and Risk Implications

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

- MATS FBC work will be commissioned providing a suitable Grant Funding Agreement can be set up between CPCA and CCC
- MATS will be managed robustly using risk registers and other mechanisms within the Joint Professional Services Contract.

4.4 Equality and Diversity Implications

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

- An Equality Impact Assessment has been undertaken. The Screening indicated that no potential negative impact has been identified at this stage, see Appendix E. Further equality impact assessment will be undertaken at the Full Business Case stage.

4.5 Engagement and Communications Implications

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

- An online only consultation was conducted between 15 May and 28 June 2020 led by the CPCA Communications team and supported by CCC Communications officers. Local Members were also involved in the consultation, via the Local Member Steering Group.
- Results of this consultation were reported at the September 2020 H&T committee meeting and are supported by the MATS Consultation report; "Future March: Summary of Consultation Findings".
- The majority of respondents to the consultation were in favour of the MATS schemes, with the following percentages of respondents either 'supporting' or 'strongly supporting' each proposed scheme:
 - A141/Peas Hill roundabout capacity improvement – 62%
 - Developer funded and delivered roundabout at the junction of A141/Hostmoor Avenue – 76%
 - A141/Twenty Foot Road junction, introduction of traffic signals – 64%
 - Broad St/Dartford Rd/Station Rd junction, replacement of traffic signals with a mini roundabout and high quality public space – 57%
 - Development of a Northern Link Road between Hundred Rd/Melbourne Rd in the south and Longhill Rd to the north – 71%
 - High Street/St Peters Rd upgrade to existing traffic signals – 54%.
- Further consultation is planned during the next stage of the study.

4.6 Localism and Local Member Involvement

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

- Local Members have been involved in MATS via regular Local Member Steering Group meetings. March Town Council Members also sit on the MSG.

4.7 Public Health Implications

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

- MATS will improve access in the study area which will assist with providing better links to employment, health and education.
- MATS has considered the use of sustainable forms of transport which have health benefits. Funding for the delivery of pedestrian and cycling improvement schemes identified by MATS is being sought from CPCA

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: The proposed schemes will not impact on any buildings.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Negative

Explanation: The proposed schemes are aimed at reducing delays and improving safety locally. Vehicle emissions should be reduced by minimising time spent in queues but the proposals will not encourage shift to lower carbon vehicles. There is also the possibility that through making roads more attractive to drivers this may encourage increased private vehicle use. The proposed improvements to walking and cycling currently being examined should encourage some users to walk and cycle more regularly.

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

Positive/neutral/negative Status: Negative

Explanation: The proposed Northern Link Road will require some land that is currently overgrown by low level bushes to be converted to highway. Surveys will be conducted during the next stage to determine the impact of this.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: The proposed schemes will have no impact on waste management or plastic pollution.

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: The proposed scheme are not anticipated to affect water use.

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Positive

Explanation: Air pollution is expected to be improved by the proposed schemes as time for traffic spent in queues will reduce.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Neutral
Explanation: No expected impact.

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: Henry Swan

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

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

Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Katy Rogerson

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 Environment and Climate Change implications been cleared by the Climate Change Officer? Yes
Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

[March Area Transport Study Outline Business Case](#)

Appendix A – March Area Transport Study Minor Schemes

Minor Scheme	Description	Construction Completion Date
QW1A – Station Rd	Improve safety for pedestrians. Provide a zebra crossing	Apr 2021
QW2 – Upwell Rd/Cavalry Drive	Introduce gateway feature with speed reduction measures at edge of town, introduce 40mph speed limit buffer and revise deflections on Cavalry Dr roundabout	Est Jan 2022
QW11-13 March-wide Walking/Cycling Strategy document production	March-wide walking and cycling facility audit and produce improvement delivery plan	May 2020
QW15 – St Peter's Rd	Improve safety for school children. Provide a zebra crossing	Dec 2020
QW16 – March-wide HGV Signage	Improve signage for HGV drivers to reduce poor route choice	Mar 2021
QW20 – Traffic signals on B1101	Re-validate signal timings on B1101 between St Peters Rd and Station Rd	May 19
QW21 – Norwood Ave	Complete footway on southern side of Norwood Ave	Sep 2021
QW22 – Norwood Rd	Introduce traffic calming on three sections of Norwood Rd	Est Feb 2022
QW23 – Hundred Rd	Complete footway on eastern side of Hundred Rd including build out feature	Sep 2021
QW11-13 – March-wide Walking/Cycling strategy scheme sifting	Sift the 91 potential interventions identified in the strategy to determine which should be progressed to preliminary design	Jan 2022

Appendix B – March Area Transport Study Outline Business Case Executive Summary

Executive Summary

Introduction

This Outline Business Case (OBC) makes a compelling case for a package of March Area Transport Study (MATS) Improvement Schemes that: addresses the case for change, offers value for money, is commercially viable, is financially affordable, and is deliverable.

The recommended package of MATS Improvement Schemes will address existing capacity and safety problems, while mitigating for future growth in travel demand resulting from housing and employment growth identified in the Fenland Local Plan (2014). In addition, the recommended package of schemes includes improvements to Broad Street, which seek to facilitate regeneration funded by the Future High Streets Fund (FHSF), and the wider regeneration of March town centre.

This OBC is set out in compliance with the Department for Transport's (DfT's) The Transport Business Cases (2013) guidance and HM Treasury's (HMT's) Five Case Model.

Strategic Case

The Strategic Case demonstrates how the recommended package of MATS Improvement Schemes fits with wider public policy objectives and provides the case (or need) for change.

The recommended package of MATS Improvement Schemes strongly aligns with the vision and objectives of national, regional, and local bodies, including the DfT, the Cambridgeshire and Peterborough Combined Authority (CPCA), Fenland District Council (FDC), and March Town Council (MTC).

The Strategic Case identifies a clear need for change and the impacts of not progressing. The need for change can be summarised as follows:

- The need for regeneration in March town centre
- The need to address existing traffic congestion and safety issues
- The need to facilitate housing and employment growth across March
- The need to improve local environmental conditions.

The need for change is being driven internally, by local growth aspirations and support from local authority bodies, and externally, by the requirement to redesign Broad Street to facilitate regeneration funded by the FHSF.

Twelve scheme objectives, which remain unchanged since the SOBC, will be used to measure the success of the recommended package of MATS Improvement Schemes. These objectives reflect the themes identified in the need for change, and are as follows:

1. Regeneration of March Town Centre
 - a. Deliver a transport scheme for Broad Street that is compatible with the FHSF scheme
 - b. Ensure a transport scheme for Broad Street is aligned with FHSF Core Objectives to renew and reshape town centres, improve user experience and drive growth
 - c. Maximise public realm within Broad Street
 - d. Enhance pedestrian safety and accessibility around the town centre
2. Address Existing Traffic Congestion and Safety Issues
 - a. Address existing congestion issues within the town centre (Broad Street area)

- b. Address existing congestion issues along the A141 around Peas Hill roundabout
 - c. Improve pedestrian level of service around Broad Street
 - d. Improve safety along the A141 at Peas Hill Roundabout and the Twenty Foot Road Junction
3. Facilitate Housing and Employment Growth
- a. Support Local Plan development proposals
 - b. Ensure sustainable access to proposed Local Plan development
4. Improve Local Environmental Conditions
- a. Improve air quality conditions around Broad Street
 - b. Facilitate the enhancement of heritage assets around Broad Street.

Finally, the options identification and appraisal work that has been undertaken to date is explained within the Strategic Case. Ultimately, the Strategic Case identifies Package 3a as the recommended package of MATS Improvement Schemes to be progressed for further analysis in the subsequent cases of this OBC. Package 3a comprises the following MATS Improvement Schemes:

- A141 / Peas Hill Roundabout (60m ICD), in conjunction with the development of a developer funded roundabout at Hostmoor Avenue
- A141 / Twenty Foot Road Signals.
- Broad Street / Dartford Road / Station Road Mini Roundabout, with one lane in each direction on Broad Street
- Development of a Northern Industrial Link Road (NILR)
- High Street / St Peter's Road Traffic Signal Improvements.

Economic Case

The Economic Case demonstrates that the recommended package of MATS Improvement Schemes offers value for money.

Package 3a has an initial BCR of 2.828 based on transport user benefits alone. The addition of road safety benefits increases the BCR to 2.862, indicating that the monetised transport user benefits outweigh the initial scheme cost estimates and provide High Value for Money (VfM).

Sensitivity testing has been undertaken to determine whether Package 3a could still achieve VfM if the expected road traffic growth differs from current predictions. Three growth scenarios were tested: Low Growth, Central Growth, and High Growth. The results from the sensitivity testing indicate that:

- Package 3a has a BCR of 1.578 in the Low Growth Scenario, which represents Medium VfM
- Package 3a has a BCR of 2.862 in the Central Growth Scenario, which represents High VfM
- Package 3a has a BCR of 4.575 in the High Growth Scenario, which represents Very High VfM.

Financial Case

The Financial Case demonstrates that the recommended package of MATS Improvement Schemes is financially affordable.

The scheme costs considered in the Financial Case include base investment cost, risk adjusted base cost, inflated risk adjusted cost (outturn cost), and inflated risk adjusted cost including whole life costs. For Package 3a, the inflated risk adjusted cost including whole life costs over the 60-year assessment period, is £30,155,090 and the outturn cost required to deliver it is £28,952,030. A full 60-year schedule (2021-81) showing how the costs have been calculated is included in Appendix D of this OBC.

Potential funding sources identified for the construction of the recommended package of MATS Improvement Schemes include the Transforming Cities Fund (TCF), the Levelling Up Fund, the CPCA Single Investment Fund, and S106 Developer Contributions.

Commercial Case

The Commercial Case demonstrates that the recommended package of MATS Improvement Schemes is commercially viable.

The output-based specification identifies the five recommended MATS Improvement Schemes (included in Package 3a) as the key outputs to be delivered through the chosen procurement route. The success of these outputs will be measured using the scheme objectives, as detailed in the Benefits Realisation Plan and Monitoring and Evaluation sections of the Management Case.

Possible routes to procurement include: Eastern Highways Alliance Framework 3; Standalone – ‘Find a Tender’ service; the existing Cambridgeshire Highways Services Contract; and the Cambridgeshire and Peterborough Joint Professional Services Framework. The scheme promotor will need to confirm the procurement strategy as the MATS enters the Full Business Case (FBC) stage.

Possible sourcing options include: a traditional arrangement; a single-stage design and build contract; a two-stage design and build contract; early contractor involvement (ECI); and a private finance initiative (PFI). The scheme promotor will need to confirm its choice of contractor as the MATS enters the FBC stage.

The remaining sections of the Commercial Case consider possible payment mechanisms, pricing framework and charging mechanisms, risk allocation and transfer, contract length, and contract management issues. As above, this information will need to be confirmed by the scheme promotor as the MATS enters the FBC stage.

Management Case

The Management Case demonstrates that the recommended package of MATS Improvement Schemes is deliverable.

Evidence of the delivery of similar projects, which supports the recommended project approach, includes the Wisbech Access Study (WAS), Ely Southern Bypass, and King’s Dyke.

The Management Case provides information relating to the governance, organisation structure, and roles, and describes the key roles, lines of accountability and how they are resourced. The CPCA is the organisation that is ultimately responsible for the delivery of the MATS Improvement Schemes, with Cambridgeshire County Council (CCC) nominated as the delivery partner, with delegated authority.

The Management Case includes a project plan with delivery milestones, ranging from the completion of MATS Stage 1 (May 2020 – September 2020) to the construction of the NILR (January 2027 – December 2027). It is important to note that the delivery of the Broad Street scheme has been prioritised to align with the construction programme for the FHSF scheme, to meet the requirements of the FHSF.

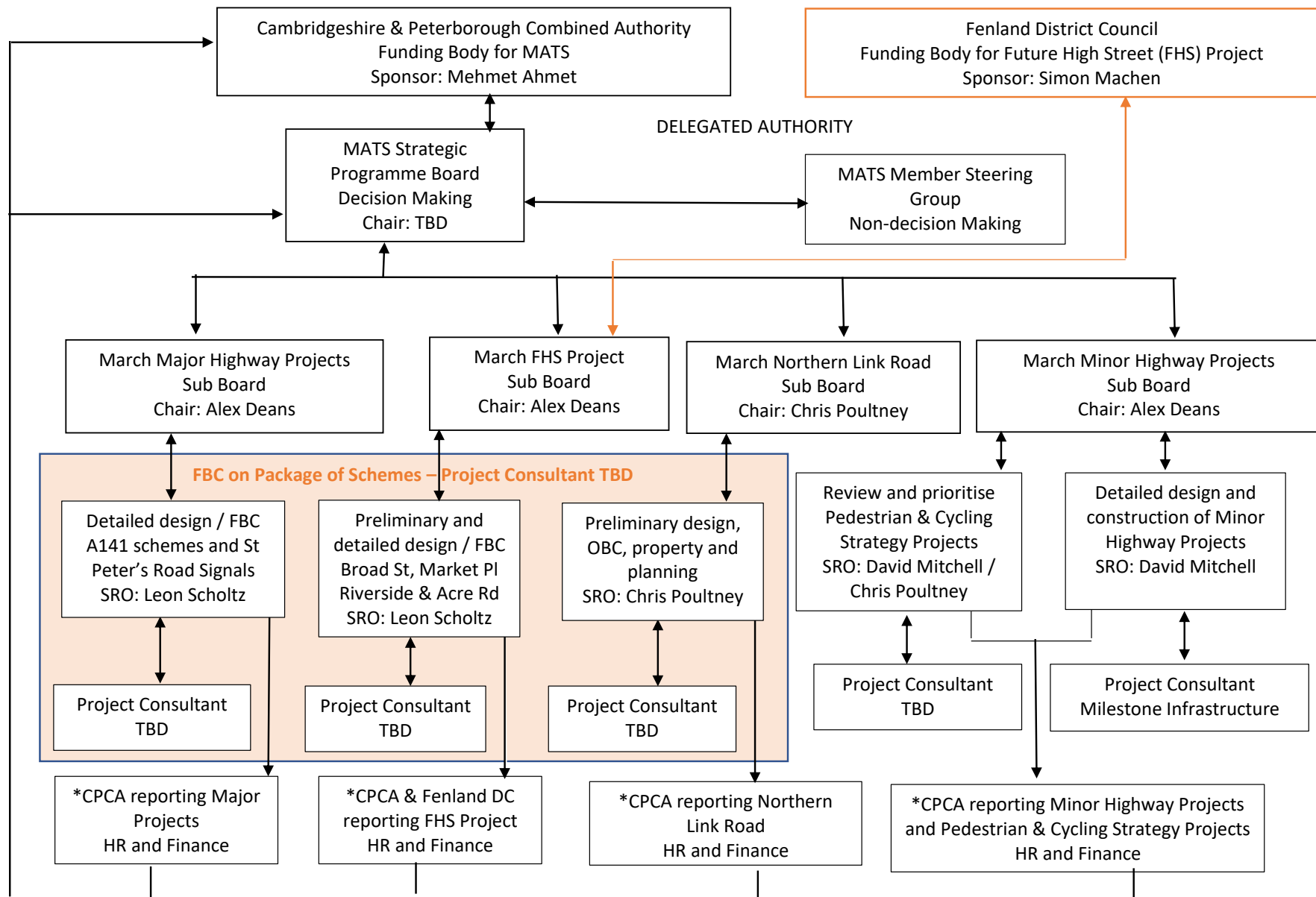
The assurance and approvals plan states that the CPCA will manage the MATS in accordance with its existing assurance and approvals processes, as detailed in the CPCA Assurance Framework and Ten Point Guide. As part of the CPCA Assurance Framework process, an Independent Technical Evaluation (ITE) of each business case, including this OBC, will be undertaken at each stage of the project.

The identified approach to communication and stakeholder engagement requires the provision of regular updates to stakeholders, engagement with stakeholders, and ensuring that information is shared using appropriate methods of communication. To date, regular Members' Steering Group (MSG) meetings have been held throughout the development of the MATS. A Future March online consultation event was held between May 2020 and June 2020, and a public consultation exercise regarding the March Future High Street Fund proposals ran in May 2020. Further public consultation was also undertaken during the development of the adopted Fenland Local Plan, the March Neighbourhood Plan, the Growing Fenland project

A Benefits Realisation Plan, which outlines the approach for managing the realisation of benefits of the recommended package of schemes, and a Monitoring Evaluation Plan, which outlines the arrangements for monitoring and evaluating the recommended package of schemes, have been prepared for the MATS. These plans are included in Appendices E and F of this OBC.

As part of the risk management strategy, a Project Risk Register, which is managed by CCC, and a Construction Risk Register, which is managed by Milestone Infrastructure, have been prepared for the MATS.

Appendix C – March Area Transport Study Full Business Case Proposed Structure



*Note each sub-group project should be established as individual projects at CPCA with separate budgets and separate reporting requirements

Appendix D – March Area Transport Study Indicative Delivery Programme

MATS OBC Table 5.3: Project Implementation Timescales

Timescale	Activity
November 2020 – October 2021	MATS Stage 2: Scheme Preliminary Designs and completion of the OBC document.
November 2021 – January 2022	CPCA Technical Assurance Review, CCC / CPCA Committees / Strategic Board Approval to proceed to MATS Stage 3: Detailed Design / FBC.
February 2022 – December 2022	MATS Stage 3: Detailed Design*, Stakeholder Consultation and completion of the FBC document for all MATS Schemes. (*NILR will be at Preliminary Design). Ecology surveys timeframe may be determined by seasonal conditions.
January 2023 – March 2023	CPCA Technical Assurance Review, CCC / CPCA Committees / Strategic Board Approval to proceed. (*NILR funding will be confirmed at later date following further design work and a review of the FBC).
February 2023 – March 2023	Procurement of MATS Broad Street scheme construction contractor.
April 2023 – March 2024	Construction of MATS Broad Street scheme (in conjunction with FHSF scheme construction, to meet FSHF funding expenditure timeframe of March 2024).
January 2022 – June 2023	Land Acquisition Requirement for A141 / Peas Hill Roundabout.
January 2022 – June 2023	Land Acquisition Requirement (possible CPO) for A141 / Twenty Foot Road Traffic Signals
January 2023 – June 2024	Land Acquisition Requirement (possible CPO) for Northern Industrial Link Road.
September 2024 – August 2025	Planning Process and supporting surveys (Ecology / Topography) (for Northern Industrial Link Road scheme). Ecology surveys timeframe may be determined by seasonal conditions
June 2023 – February 2024	Procurement of Contractors (For A141 / Peas Hill, A141 / Twenty Foot Road, High Road / St Peters Road).
September 2023 – March 2024	Statutory Orders (approval from FDC, CCC).
April 2024 – October 2025	Scheme construction period for phased delivery of: <ul style="list-style-type: none"> • A141 / Peas Hill Roundabout • A141 / Twenty Foot Road Junction (Signals) • High Road / St Peters Road Junction Improvements (Signals).

Timescale	Activity
April 2023 – January 2026	Detailed Design and scheme preparation for Northern Industrial Link Road, including Governance Process and review of FBC. Plus, Statutory Orders (approval from FDC, CCC).
February 2026 – March 2026	Procurement of Contractor for Northern Industrial Link Road.
Jan 2027 – Dec 2027	Scheme construction*: <ul style="list-style-type: none"> • Northern Industrial Link Road (*construction timescale indicative).

Equality Impact Assessment – Screening Form

For employees and/or communities

Section 1: Proposal details

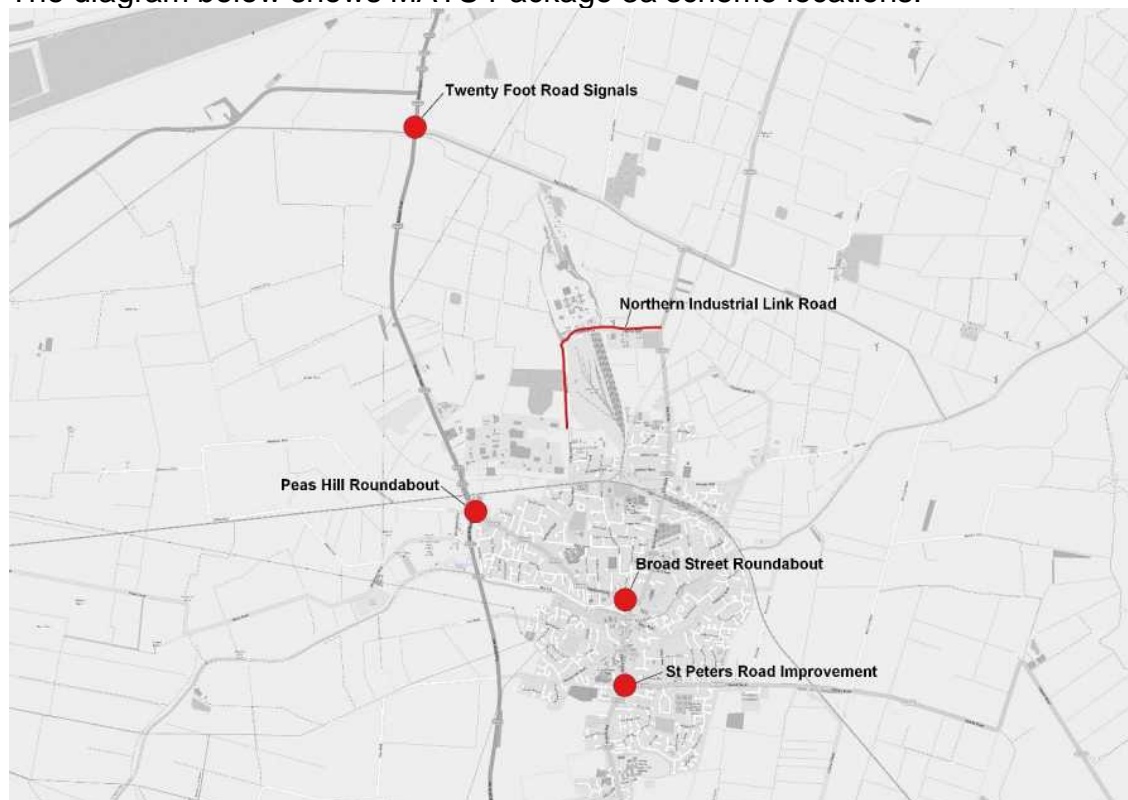
Directorate / Service Area:		Person undertaking the assessment:	
Place and Economy		Name:	Thomas Fisher / Steve Newby
Proposal being assessed:		Job Title:	Transport & Infrastructure Officer
March Area Transport Study Package of Schemes		Contact details:	Steve.newby@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)	N/A	Date commenced:	24 June 2021
		Date completed:	27 September 2021
Key service delivery objectives:			
<p>The aim of the March Area Transport Study (MATS) is to identify potential transport interventions in March, Fenland to address existing capacity and safety problems whilst mitigating for future growth in the demand for travel resulting from increases in housing and employment opportunities identified in the Fenland Local Plan adopted in May 2014.</p> <p>The initial brief for the project was completed in January 2018, the project considered a range of transport interventions including but not limited to walking and cycling, highway and rail capacity improvements. The study was split into three parts; Stage 0 Audit/Scoping, Stage 1 Option Testing and Stage 2 Preferred Scheme Design with a review at the end of Stage 1 prior to the commencement of Stage 2. The key document produced from Stage 2 was the Strategic Outline Business Case (SOBC) and this was published in October 2020.</p> <p>Within the SOBC a number of interventions were proposed and this information is outlined in the next sections of this report.</p>			
Key service outcomes:			
<p>The key purpose of the March Area Transport Study is to understand what interventions would help to mitigate capacity issues within March as a result of the ambitious growth aspirations set out within the Fenland Local Plan 2014.</p>			
What is the proposal?			
<p>The outcomes from the March Area Transport study SOBC (Strategic Outline Business Case) identified a number of possible intervention packages:</p> <ul style="list-style-type: none"> Package 1 – Signalisation of the A141 / Twenty Foot Road, Peas Hill Roundabout improvements (in conjunction with the developer funded roundabout at A141 / Hostmoor Avenue) and High Street / St Peter's Road junction improvements; 			

- Package 1a – Package 1 plus development of a Northern Industrial Link Road;
- Package 3 – Package 1 plus a scheme to reduce Broad Street to a single lane in each direction; and replacing the signalised junction at Dartford Road / Station Road with a mini roundabout (in association with the March Future Highstreet Fund proposals);
- Package 3a – Package 3 plus development of a Northern Industrial Link Road;
- Package 4 – Package 3 plus the creation of a New River Crossing between Dartford Road and City Road; and
- Package 4a – Package 4 plus development of a Northern Industrial Link Road.

Note that the packages are the result of a number of peer reviews, engagement sessions and member steering groups to identify the preferred options, which is why there is no Package 2 at this stage.

Packages 4 & 4a are identified as future pipeline projects that will be explored if funding becomes available in the future. Packages 1, 1a, 3 and 3a were explored further in the SOBC, with Packages 3 and 3a being closely aligned with the Future Highstreet Fund (FHSF) proposals developed by Fenland District Council (FDC). Package 3a is the current preferred option reached in agreement with the Member Steering Group and the MATS Project Board.

The diagram below shows MATS Package 3a scheme locations:



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

The March Area Transport Study provides the interventions and plans for transport infrastructure in March to enable delivery of FDC's ambitious growth targets included in The Fenland Local Plan 2014. The Fenland Local Plan had its own Equality Impact Assessment (EqIA) undertaken as part of the development of the plan.

The MATS has been developed under the Cambridgeshire Local Transport Plan 3. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011. Community Impact Assessments have also been carried out as LTP 3 has been refreshed and updated.

This document assesses the equality impact at the Outline Business Case stage.

The MATS carried out public consultation in May 2020, which was limited to an online only consultation due to the impact of COVID-19. The online consultation event was heavily promoted to local residents by the CPCA, CCC and FDC through traditional channels and social media. There were approximately 5,400 visits to the online consultation site between 15 May 2020 and 28 June 2020, with a total of 115 usable completed surveys. Approximately 78% of respondents stated they were residents of March and they were from a broad age range reflective of the town's population.

Results from the online consultation indicated the following proportion of respondents either 'Strongly Supported' or 'Supported' each of the MATS Improvement Scheme elements:

- A141 / Twenty Foot Road Traffic Signals - 64%;
- A141 / Peas Hill Roundabout - 62%;
- Hostmoor Avenue Roundabout - 76%;
- High Street / St Peter's Road Traffic Signal Improvements - 54%;
- Broad Street Roundabout with associated high quality public space - 57%; and
- Northern Industrial Link Road - 71%.

The online consultation indicated that the public are largely supportive of the MATS schemes. Further consultation is planned during the Full Business Case and detailed design stage of the project.

In addition to the online consultation the project has engaged with stakeholders throughout, holding eighteen Member Steering Group (MSG) meetings to date. The MSG includes elected members from CCC, FDC and March Town Council (MTC), as well as local authority officers from planning, transport and engineering disciplines. Other stakeholders have attended as required, for example from the FHSF team. Note the MSG is not a decision making group as that is the Project Boards responsibility.

Road Safety Audits (RSA) will be carried out for each individual scheme to identify any possible safety issues, these will need to be addressed before proceeding into the next delivery stages. The RSAs will be considered on the basis of each individual scheme as opposed to the overall package.

Cambridgeshire County Council has not conducted a Walking, Cycling & Horse Riding Assessment and Review (WCHAR) on the proposals at this stage, it may be considered in the future when the packages are further into design and delivery stages.

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

There are no gaps in information, the level of consultation on the scheme has been detailed enough to allow us to identify who would be affected by the proposal. Where data was not obtained through consultation, corporate resources were utilised such as Cambridgeshire Insight (<https://cambridgeshireinsight.org.uk/population/>) to obtain population statistics and socio-demographic segmentation data.

Who will be affected by this proposal?

The MATS goal is to enable additional growth within March by addressing where there are likely to be transport challenges because of forecast growth in March outlined in the Fenland Local Plan 2014. The package of transport schemes has been developed to improve the lives of everyone who lives, works, or travels in and around the town. Therefore, no singular user group is likely to be affected. No specific county or district staff groups will be impacted.

- March has a population of some 23,056 residents. Approximately 23% of March's population is accounted for by those aged 65 years and over, and 18% of the population are aged between 0 and 15 years. 59% of the population is accounted for by those aged between 16 and 65 years.
- There are three areas that make up the ward boundaries of March; March East, March West and March North. March East contains the most urban parts of the town whereas the North and West wards are more rural.
- Within the March wards 67.3% of population are economically active with 73% of males and 61.4% of females being included in that calculation. The vast majority of those who are economically active are in full time employment (38%) with this followed by part-time employment (13%).
- The District of Fenland ranks as the 2nd most deprived local authority in the Cambridgeshire and Peterborough area, with a national ranking of 80/317. The wards within March are slightly above average in terms of deprivation when compared to national averages and significantly more deprived when compared to all other Cambridgeshire and Peterborough wards. Some 17% of the children in March are living in low income families opposed to 8% of Cambridgeshire or 14% of England as a whole.
- The population within the March wards has 39% in good health, around 10% lower than the England and Cambridgeshire average. The wards account for slightly higher amounts of Fair, Bad and Very Bad health. However, the percentages are trivial in difference.

- The size of the minority groups in March (in terms of ethnicity / religion) are below the Cambridgeshire average, with a slightly above average amount of white British individuals.

A wide range of groups were made aware of the consultation events.

The audience of the consultation was anyone who lived, works or travels through March. This included residents, stakeholders, local businesses, district and parish councils and anyone who travels in and around Fenland. The following lists some of the types of stakeholder and interest groups that were consulted:

- Local government
- Parish Council Clerks
- District Councillors
- Schools
- Local businesses
- Local Groups
- Transport Organisations
- Health organisations
- Voluntary and care organisations

The proposals put forward by the MATS project specifically affects the geographical area in and around March, including those who live and work within the town and those who travel through the area utilising public and private modes of transport, including non-motorised methods. The proposals put forward seek to improve the existing facilities for all users, by both improving safety for motorised users and improving safety and opportunity at crossing facilities for non-motorised users by installing crossings that meet current design and access requirements, including facilities for blind and partially sighted users and those hard of hearing.

Section 2: Identifying impacts on specific minority/disadvantaged groups

Consider each characteristic / group of people and check the box to indicate there is a foreseeable risk of them being negatively impacted by implementation of the proposal, including during the change management process.

You do not need to be certain that a negative impact will happen – at this stage it just needs to be foreseeable that it could, unless steps are taken to manage this.

Scope of this Equality Impact Assessment					
<i>Check box if group could foreseeably be at risk of negative impact from this proposal</i>					
Note *= protected characteristic under the Equality Act 2010					
*	Age	<input type="checkbox"/>	*	Disability	<input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	<input type="checkbox"/>			
				Poverty	<input type="checkbox"/>

Next steps:

If you have checked one or more boxes above, you should complete a full Equality Impact Assessment form.

If you have not checked any boxes, please continue to complete this screening form.

Section 3: Explanation of 'no foreseeable risk' EIA screening

Explain why this proposal will not have a foreseeable risk of negative impact for each group. Provide supporting evidence where appropriate. Where the same explanation applies to more than one group, state it in the 'Reasons' column for the first relevant group and put 'as per [first group name] above' to reduce duplication.

For example: *'This proposed process combines two previous processes which both had robust EIAs prior to implementation. This process does not introduce any new content. So, no foreseeable risk of negative impact has been identified.'*

		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	On average 23% of the community of March are aged over 65, however there are no specific negative impacts. The community and users will benefit from improved safety and accessibility. No potential negative impacts are identified in the Outline Business Case. Within Package 3a, the Broad Street proposals are likely to benefit young and elderly residents from a reduction in vehicular traffic movements allowing all pedestrian and cyclists additional time to manoeuvre.
2	*	Disability	On average 21.5% of the community of March suffer from a limiting long-term illness which is significantly worse than the national average of 17.6%. No potential negative impacts are identified in the Outline Business Case. The community will benefit from the schemes within MATS Package 3a, due to reduced congestion and improved road safety. Within Package 3a, the Broad Street proposals in particular are likely to benefit disabled residents from a reduction in vehicular traffic movements allowing all pedestrian and cyclists additional space to manoeuvre. Additionally, all schemes decrease congestion and improve road safety.
3	*	Gender reassignment	There are no specific issues relating to gender reassignment that will be impacted by the MATS package of schemes.
4	*	Marriage and civil partnership	There are no specific issues relating to marriage and civil partnership status that will be impacted by the MATS package of schemes.
5	*	Pregnancy and maternity	There are no specific negative issues relating to pregnancy and maternity that will be impacted by the MATS package of schemes. There are potential

			benefits to this group of people due to pedestrianisation of the Broad Street area.
6	*	Race	There are no specific issues relating to race that will be impacted by the MATS package of schemes.
7	*	Religion or belief (including no belief)	There are no specific issues relating to religion or belief that will be impacted by the MATS package of schemes.
8	*	Sex	There are no specific issues relating to sex that will be impacted by the MATS package of schemes.
9	*	Sexual orientation	There are no specific issues relating to sexual orientation that will be impacted by the MATS package of schemes.
10		Rural isolation	The package of schemes cover a rural location which have a number of accident cluster sites. The package of schemes will improve safety at the locations they are introduced. Road Safety Audits will identify any issues to inform detailed design and construction of the schemes.
11		Poverty	Whilst there are areas of relatively high poverty in the vicinity of the package of schemes in comparison to the rest of England, with the indices for deprivation being worse in March for all areas (income Deprivation, Child Poverty and Older People in Deprivation), once completed, the area will benefit from better connectivity and the business case shows that there will be stronger economic growth for March. This will improve the situation for those living in poverty rather than having an adverse impact.

Section 4: Approval

Note: if there is no information available to assess impact, this means either information should be sought so this screening tool can be completed, or information should be gathered during a full EIA.

I confirm that I have assessed that a full Equality Impact Assessment is not required.

Name of person who completed this EIA:	Thomas Fisher / Steve Newby
Signature:	Steve Newby
Job title:	Transport & Infrastructure Officer
Date:	27 September 2021

I have reviewed this Equality Impact Assessment – Screening Form, and I agree that a full Equality Impact Assessment is not required.

Name:	Elsa Evans
Signature:	E Evans
Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Funding and Innovation Programme Manager, and officer authorised for approval
Date:	30/09/2021

Greater Cambridge Partnership's City Access Strategy and Wider Collaboration with Cambridgeshire County Council

To: Highways and Transport

Meeting Date: 4 November 2021

From: Steve Cox - Executive Director, Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2021/073

Outcome: To agree key work streams in collaborating with the Greater Cambridge Partnership (GCP) to deliver City Access / City Deal.

Recommendation: The Committee is asked to:

- a) Note the process associated with 6 Experimental Traffic Regulation Orders (ETROs) delivered on the County Council's behalf by the Greater Cambridge Partnership;
- b) Agree to a further consultation on the Mill Road ETRO and ask GCP to carry it out within the context of its City Access proposals;
- c) Note the second tranche of County Council ETROs and agree that GCP consider relevant proposals as part of wider strategies, feeding into the Member Working Group (2.6);
- d) Note the process associated with restarting the programme of Residents' Parking schemes and request that GCP initiates delivery of the schemes when practicable; and
- e) Note the Transport and Works Act Order delegation previously made to the GCP and the future decision for full Council.

Officer contact:

Name: David Allatt
Post: Assistant Director of Highways and Transport
Email: David.allatt@cambridgeshire.gov.uk
Tel: 07411 962 132

Member contacts:

Names: Cllrs Peter McDonald and Gerri Bird
Post: Chair/Vice-Chair
Email: peter.mcdonald@cambridgeshire.gov.uk gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

The City Deal

- 1.1 The Greater Cambridge City Deal was signed on 19 June 2014 on behalf of all five local partners (Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the Greater Cambridge Greater Peterborough Enterprise Partnership and the University of Cambridge) and Government. The Deal was underpinned by a commitment to deliver transformative economic benefits through investment in infrastructure and through a collaborative governance framework.
- 1.2 An effective and efficient governance structure is recognised in the deal document as key to the delivery of the infrastructure programme and to planning effectively for future growth. The governance framework required some delegated authorities in order to fulfil its mandate, which was subject to a decision by Full Council.
- 1.3 A series of approvals and delegations by Full Council followed the formation of the Greater Cambridge City Deal, including agreement to delegate certain functions to the Executive Board as the decision-making body for the Greater Cambridge City Deal, these included:
 - delegated responsibility for making decisions regarding Traffic Regulation Orders for City Deal schemes;
 - delegated responsibility for making decisions around and exercising Compulsory Purchase Order powers for City Deal schemes;
 - delegated responsibility for making decisions around Side Roads Orders for City Deal schemes; and
 - delegated responsibility to promote Transport and Works Act Orders for City Deal schemes.
- 1.4 The Greater Cambridge City Deal was also empowered to develop a programme of works, approve projects, including the allocation of project funding, and approve plans and strategies necessary or incidental to the implementation of the City Deal agreement.
- 1.5 The City Deal has subsequently outlined its vision as:
 - Securing the continued economic success of the area;
 - Significant improvements to air quality, supporting a healthier population;
 - Reducing carbon emissions in line with the partners' zero carbon commitments;
 - Helping to address social inequalities where poor provision of transport is a contributing factor; and
 - Wellbeing and productivity benefits from improving people's journeys to and from employment.

The City Access Strategy

- 1.6 As part of its programme of works, the GCP has developed a public transport improvements and a city access strategy that sits at the heart of the City Deal, aiming to address some of the major pressures on the local economy by reducing congestion and pollution, and by providing people with better, healthier, more sustainable options for their

journeys – key objectives of the Cambridgeshire and Peterborough Local Transport Plan.¹ Taking action on these issues is a key part of supporting a green recovery.

- 1.7 The GCP has undertaken detailed work to understand these issues, alongside comprehensive public and stakeholder engagement activities, and to develop a vision for the future that would include:
- A world-class, sustainable transport system that makes it easy to get into, out of, and around Greater Cambridge, giving people more choice about how they travel and better options for their journeys;
 - A transformed public transport network that better serves employment and residential areas, and offers people from across the travel to work area a reliable, competitive and sustainable alternative to travelling by car;
 - Significant enhancements to walking and cycling provision to develop and maintain a comprehensive network for the city and wider area;
 - Delivery of the current infrastructure programme and continued investment to address further priorities identified through the GCP's Future Investment Strategy; and
 - Investment in new digital technology to support the transport system by providing seamless journeys and better managing road traffic.
- 1.8 The City Access work encompasses a number of activities to support delivery of these objectives, including active travel, integrated parking and network hierarchy plans (in partnership with the County Council), traffic signals pilots, bus improvement projects and supporting the County Council in delivery of Experimental Traffic Regulation Orders (ETROs), as part of the Emergency Active Travel Schemes programme. The Committee and the GCP Executive Board will be asked to consider the network hierarchy plans in early 2022.
- 1.9 In September, the GCP Executive Board agreed to a roadmap for the city access strategy, commencing with a public consultation this autumn to assist with the development of a final package of options for improving bus services, funding an expansion of the cycling-plus network and managing road space in Cambridge. This will look in detail at the proposals to improve the wider bus network and consider options that deliver the space for new services and a funding source to ensure their ongoing viability. Key City Access milestones are as follows:
- GCP Executive Board Decision: Sep 2021
 - Strategic Business Case Consultation: public transport proposals and road space/revenue principles: Oct – December 2021
 - Executive Board Decision: June 2022
 - Consultation on Detailed City Access Scheme: June-July 2022
 - Executive Board Decision: Dec 2022
 - Implementation 2023+

¹ [Cambridgeshire and Peterborough Local Transport Plan](#)

2. Main Issues

Emergency Active Travel Programme ETROs

2.1 In response to the Covid-19 pandemic, the GCP supported the County Council, as the Highway Authority, in identifying and delivering measures to create more space for pedestrians and cyclists. The aim was to support the creation of a network of safe routes on key corridors to encourage walking and cycling within the Cambridge and nearby towns and villages. The measures fell into three categories:

- Temporary measures to support social distancing;
- Measures to support social distancing which may offer longer-term benefits which could be considered for a period beyond immediate social distancing needs; and
- Measures to create a better environment for active travel (walking and cycling) which could offer longer-term benefits.

2.2 The first tranche of measures was designed with the aim of creating low traffic streets through the removal of motorised through traffic movements to encourage walking and cycling as well as supporting social distancing. Six schemes were introduced using experimental traffic regulation orders (ETROs) made by the County Council, which give effect to the experimental closure schemes. It should be noted that powers to make *Experimental* Traffic Orders (or Temporary TROs) and determine objections to them were not delegated to the GCP and still lie with the County Council. The six schemes are shown in the table below.

Table 1: Scheme Location Details and Scope

Location	Scheme Details
Carlyle Road	Point road closure with access restricted to pedal cycles only
Luard Road	
Nightingale Avenue	
Newtown Area	Phase 1 (August 2020): Point road closure with access restricted to pedal cycles only in: <ul style="list-style-type: none">• Bateman Street, west of Panton Street• Coronation Street, west of Panton Street• Pemberton Terrace, west of Panton Street Phase 2 (January 2021): Point road closure with access restricted to pedal cycles only in Panton Street mid-way between Union Road and Saxon Street Existing one-way flow for motor vehicles reversed in Norwich Street to operate in an eastbound direction (Panton Street towards Hills Road) with two-way cycle movements retained

Location	Scheme Details
Storey's Way	Conversion of existing width restriction to a point road closure with access restricted to pedal cycles only
Silver Street	Existing part day bus gate restriction extended to operate 24 hours a day, 7 days a week

- 2.3 Objections to all six schemes were received. These were reported to the GCP Joint Assembly and Executive Board on the 9th and 30th September respectively when support to make the orders permanent was given. As the final decision to make the ETROs permanent lies with the County Council, the objections are considered in a separate report on this agenda. (Agenda Item No. 8)
- 2.4 A second tranche of some 50+ Countywide Active Travel schemes was identified at the Highways and Transport Committee in September 2020 for further consideration and development. The list included a number of schemes that lie within the City and South Cambs area and share common objectives with GCP schemes. A number of these schemes sit on the strategic road network and will have broader impacts on network capacity, operation, public transport and displacing traffic, along with improving active travel opportunities. There are clear overlaps between these Active Travel schemes and GCP initiatives such as the City Access study, route hierarchy review and Eastern Area Access study. It is therefore considered that they would be better considered in a holistic manner which would consider the knock-on impacts of congestion, displaced traffic and mitigation measures required on routes affected by the schemes as part of GCP's more strategic work.
- 2.5 It is envisaged that the GCP will consider the results of the County consultation, they wish to build on this by packaging relevant schemes. There may be further consultation on the detail and wider area impacts – and the statutory consultations associated with delivery. In terms of delegations H&T would need to review any objections. A County Member workshop is to be scheduled (Dec/Jan) for the non-city ETROs to determine the way forward on these.

Mill Road ETRO

- 2.6 At the meeting on 27 July 2021 the Highways and Transport Committee considered the Mill Road, Cambridge ETRO. The Committee resolved to remove the restriction and undertake a full review and consultation on the options and use of Mill Road, in the light of further work to manage city access, adopting the holistic approach as outlined in the report and to instruct officers to consider funding opportunities to carry out further consultation and development of a plan to address issues in Mill Road.
- 2.7 Considering the Mill Road ETRO as part of the GCP's City Access agenda would ensure a holistic approach to a future review of the traffic management on Mill Road is taken. The Committee is therefore requested to support a further consultation on the Mill Road ETRO and asks GCP to carry it out within the context of its City Access proposals in 2022, a new consultation, building on earlier work.

Residents' Parking

- 2.8 At its meeting of 9 March 2021, the Highways and Transport Committee considered the Residents' Parking Delivery Review. The Committee agreed to Option 4 - Defer any decision on further Residents' Parking Schemes (RPSs). The GCP is proposing the development of an Integrated Parking Strategy, working closely with the County and City Councils, which would provide an opportunity to reflect on the future role of RPSs as part of a wider plan to manage parking.
- 2.9 The development of an Integrated Parking Strategy is a significant undertaking. Placing on hold the progress with further RPSs until such time as an Integrated Strategy is finalised does little to address the transport challenges faced across the Greater Cambridge area. Rather, continuing to develop and deliver RPS schemes in parallel offers the greatest benefit to local communities, signalling intent to tackle the congestion, air quality and climate challenges across the area.
- 2.10 The GCP has previously funded the development of RPS schemes, and further development of such schemes would be better considered as part of their wider City Access programme. We request that GCP initiates delivery of associated schemes when practicable. Note that powers for GCP to determine objections would need to go through Constitution and Ethics Committee, and Full Council.

Transport and Works Act Order

- 2.11 A Transport and Works Act Order (TWAo) is a planning and consents process used for authorising new railways, tramways and busways. An application is made to the Secretary of State for Transport who ultimately makes the decision, although a Planning Inquiry is usually (but not always) undertaken as part of the process.
- 2.12 Full Council delegated responsibility for TWAos under the City Deal to the City Deal Executive Board, rather than Highways and Transport Committee. The final decision rests with Full Council.
- 2.13 The GCP has been developing a number of Guided Busway projects, building upon the success of the existing Cambridge to St Ives scheme. The schemes have been developed in accordance with Department for Transport requirements. The first of these schemes, the Cambridge South East Transport scheme, connecting the A11 with the Cambridge Biomedical Campus and existing busway, was approved by the GCP Executive Board in June 2021 and will be referred to Full Council in December.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
- The City Deal and associated City Access Strategy seeks to reduce congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys.

- 3.2 A good quality of life for everyone
- The City Deal and associated City Access Strategy seeks to reduce congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys
- 3.3 Helping our children learn, develop and live life to the full
- There are no significant implications for this priority.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
- The City Deal and associated City Access Strategy seeks to reduce congestion and pollution, improve air quality and contribute to net-zero, and by providing people with better, healthier, more sustainable options for their journeys.
- 3.5 Protecting and caring for those who need us
- There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

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

- The paper sets out how County and GCP will collaborate to make best use of the resources available.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- No implications associated with this paper

4.3 Statutory, Legal and Risk Implications

- No implications associated with this paper

4.4 Equality and Diversity Implications

- There are no significant implications within this category. The GCP Mill Road consultation will be carried out in a way that promotes equality and diversity. Members have highlighted that the consultation should be holistic in its approach, considering the wider strategic picture and the needs of all users.

4.5 Engagement and Communications Implications

- The paper sets out the GCP will undertake consultation on Mill Road, and this will encompass close engagement and communication with the local community.

4.6 Localism and Local Member Involvement

- No implications associated with this paper

4.7 Public Health Implications

- No implications associated with this paper

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: The City Deal proposals seek to deliver more sustainable transport solutions

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

Neutral Status:

Explanation: There are no significant implications within this category

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: The City Deal proposals seek to tackle air pollution

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 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: Henry Swann

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

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

Yes

Name of Officer: Emily Bolton

5. Source documents

- 5.1 [Governance - Greater Cambridge Partnership](#)
[Highways and Transport Committee - Agendas and minutes](#)

Business Planning Proposals for 2022-27 – opening update and overview

To: Highways and Transport

Meeting Date: 4 November 2021

From: Steve Cox, Executive Director for Place & Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: This report continues the process of setting and business plan and financial strategy for 2022-27 which will culminate at the February full Council. Through this report, Members will gain awareness of:

- The current business and budgetary planning position and estimates for 2022-27;
- The principal risks, contingencies and implications facing the Committee and the Council's resources; and
- The process and next steps for the council in agreeing a business plan and budget for future years.

Recommendation: The Committee is asked to:

- a) Note the progress made to date and next steps required to develop the 2022-23 to 26-27 Business Plan; and
- b) 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.

Officer contact:

Name: Steve Cox
Post: Executive Director, Place and Economy
Email: Steve.Cox@cambridgeshire.gov.uk
Tel: 01223 715660

Member contacts:

Names: Councillors Peter McDonald and Gerri Bird
Post: Chair/Vice-Chair of H&T Committee
Email: peter.mcdonald@cambridgeshire.gov.uk
gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Purpose and background

- 1.1 The Council's Business Plan sets out how we will spend the resources we have at our disposal to achieve our vision and priorities for Cambridgeshire, and the outcomes we want for people. This paper provides an overview of the updates to the Council's financial position since September 2021 when Committees were provided with an update on the draft Business Plan for 2022-27. The paper sets out the changes to key assumptions impacting financial forecasts, further risks and opportunities and next steps required to balance the budget and agree the Council's Business Plan for 2022-27.
- 1.2 For context, the previous update on business planning provided to committee in September can be found here: [Highways and Transport](#)
- 1.3 The update in September showed a budget gap in the first year of the new business plan, 2022/23, that was larger than in the previous business plan. This was due to refreshed estimates of the impact of demand growth on services, and several new service pressures requiring funding.
- 1.4 This update shows the progress that has been made to identify opportunities to re-baseline budgets, make savings, and generate additional income, resulting in progress being made towards closing the budget gap in 2022/23. At the same time, further service pressures and investments are proposed to be funded. The result of these is a budget gap at this stage of £19.5m for 2022/23, and gaps in future years as set out at the end of the table in Section 3.2.

2. Context

- 2.1 On 9 February 2021, Full Council agreed the Business Plan for 2021-2026. This included a balanced budget for the 2021-22 financial year with the use of some one-off funding but contained significant budget gaps for subsequent years as a result of expenditure exceeding funding estimates. These budget gaps (expressed as negative figures) were:

2021-22	2022-23	2023-24	2024-25	2025-26
balance	-£22.2m	-£14.7m	-£15.1m	-£12.0m

- 2.2 The impacts of COVID-19 on the Council have been unprecedented and the pandemic remains a key factor and uncertainty in planning our strategy and resource deployment over the coming years. The Council continues to take a central role in coordinating the response of public services to try and manage the complex public health situation, impact on vulnerable people, education of our children and young people and economic consequences. Looking ahead we know that challenges remain as the vaccination programme progresses and winter illnesses re-emerge. We are already seeing the impacts of the pandemic on our vulnerable groups as well as those who have become vulnerable as a result of health or economic impact of the pandemic. Longer term there will be significant increases and changes in the pattern of demand for our services alongside the economic aftereffects. In this draft business plan, there are COVID-19 impacts across demand for services, pricing and supplier changes, and impacts on funding and income. Emerging work is shifting the Council's decision-making framework to prioritise sustainable development for

our county, whereby our citizens' social foundations are strengthened in the context of pandemic recovery and ongoing ecological emergency.

- 2.3 Whilst the financial settlement for the response to the pandemic last year was sufficient, predicting the on-going implications and financial consequences of COVID-19 remains challenging, particularly in terms of the impact on demand for council services. It is especially important this year that we keep these estimates under review as circumstances are so changeable over the course of this year. In this update, there is a reduction in the assessed cost of older people's services as a result of review of the "baseline" level of demand and need. This is shown in the table at 3.2 as a £2.4m budget reduction, reflecting that the number of people receiving support at the beginning of this year was lower than planned for, the result of COVID-19 loss. During this year there has been growth in numbers for support, and patterns of demand are challenging to predict.
- 2.4 Besides the pandemic, the other major risks and uncertainties in setting budgets for 2022-27 include the potential for national policy changes, such as reform of social care funding, the need for a multi-year funding settlement from government, the availability and sustainability of supply chains and resources, and changing patterns of demand for our services that has been a longer-term trend. The Council must make its best estimate for the effect of known pressures when setting its budget and retain reserves to mitigate against unquantifiable risks.
- 2.5 Government has announced that there will be significant reform of social care funding with effect from October 2023, this includes a cap on the amounts that people will have to contribute to their care costs during their lifetime and significant revisions to the asset thresholds for making contributions towards those costs. £5.4bn per annum has been identified nationally as the cost of these changes and further details are awaited in terms of how this will be operated. There are wide and complex changes for the Council as a result, including:
- the direct impact of the funding reforms on lifetime caps and asset thresholds
 - the need to assess a much wider number of people, including those who would previously have fully funded their own care (self-funders) who will be counting their costs towards the cap
 - an anticipated reduction in the difference in prices of care purchased by individuals and local authorities
 - the impact of the new Health & Social Care levy on costs, both on the Council and suppliers (and for employers and employees)

It is important to note that the new funds announced nationally do not address underlying funding issues for social care, such as historic funding or surges in demand and costs emerging from the pandemic.

- 2.6 With changes in local and national policy coinciding with hopes for a stabilisation of the public health response to the pandemic, the overarching themes we have identified to help us develop the Business Plan are as follows:
- Economic recovery
 - Prevention and Early Intervention
 - Decentralisation

- Environment & climate emergency
- Social Value
- Efficiency and effectiveness of Council services

3. Financial Overview

- 3.1 The previous report set out in detail the changes to demand and inflation projections that make up a significant part of the initial budget refresh. We are now in a stage generally of identifying ways to close the budget gap through savings, income generation and budget rebaselining. We will also continue to review funding assumptions as further government announcements or local taxation estimates are made.
- 3.2 Following the addition of the next round of proposals to partially close the budget gap, as well as further service pressures and investments, the revised budget gap is set out in the table below:

	£000				
	2022-23	2023-24	2024-25	2025-26	2026-27
Budget gap at September Committees	23,411	16,123	17,903	14,678	14,256
Budget Reviews and Re-baselining					
Budget rebaselining in Adults	-2,405				
Budget rebaselining in Children's	-250				
Inflation and Demand Adjustments					
Staff costs inflation refresh	331	326	328	327	329
Adults demand projection adjustments	-73	-28	-29	-30	10
Service Pressures & Investments					
Pressures in Children's Services and Education	-250	250	732		
Pressures in Corporate Services	1,297	-246	-5	-35	-35
Pressures in Place & Economy	260		-650		-1,000
Investments in Adults & Health	322	170			
New or Amended Savings					
New savings in Adults & Health	-1,361	70			
New savings in Communities	-450				
New savings in Corporate Services	-29				
Savings rephasing Children's Services	46	-54	-100		
Savings rephasing in Adults & Health	543	568	-51	31	
New savings in Place & Economy	-335	-130			
Other changes					
Energy schemes - phasing of spend and income	-938	932	287	-18	-131
Commercial income rephasing & Covid impact	519	-99	-296	-90	57
Changes in funding estimates	-1,157	329	-60	1,682	484
Revised budget gap at October / November committees	19,481	18,211	18,059	16,545	13,970
Change in budget gap	-3,930	2,088	156	1,867	-286

- 3.3 More detail about the proposals that make up this table relevant to this committee are set out in section 4 below.
- 3.4 It is important to bear in mind that the lines in the table in 3.2, and the equivalent table presented to the committee in September, only show the changes made compared to the current business plan. In some cases, there were already proposals effecting 2022/23 budgets and beyond in the current business plan. The full set of proposed budget changes for this committee can be found in the attached budget tables at Appendix 1.
- 3.5 There remains a significant budget gap for 2022/23 and growing gaps in future years. Intensive work is continuing to identify further mitigations, and to review pressures that are already proposed to be funded.

4. Business Planning context for Highways and Transport Committee

- 4.1 This section provides an overview of the pressures, savings, investments, or income proposals within the remit of the Committee.
- 4.2 The Committee is asked to comment on these proposals. Further detail and business cases will then come to committee in December ready for recommending to Strategy and Resources Committee in January 2022, for consideration as part of the Council's development of the Business Plan for the next five years. Please note that the proposals outlined are still draft at this stage, and it is only at Full Council in February 2022 that proposals are finalised and become the Council's Business Plan.
- 4.3 Draft budget tables are provided in Appendix 1b (Place & Economy) reflecting proposals developed to date. Appendix 1a provides an explanation to the Draft Budget Table.
- 4.4 The Highways and Transport service includes Transport Strategy, Project Delivery and Highway Maintenance. These services combine to plan and deliver short, medium and long-term enhancements and keep the Cambridgeshire multi-modal transport networks moving. We operate in a challenging funding environment, which has been exacerbated by the pandemic affecting revenue streams. As Cambridgeshire's economy recovers, congestion and environmental challenges remain a key focus. Key Joint Administration priorities for the service are as follows:
- Consider options for innovative condition surveys to anticipate and address highway maintenance issues
 - County networks and further gully clearance
 - HT Carry out consultation on new active travel strategy for the County
 - Work in partnership with the Greater Cambridge Partnership on a review of the road hierarchy
 - Review the 20mph policy and the qualifying criteria
 - Conclude the work of the HGV Members Working Group and agree an HGV management policy
 - Bring proposals back to committee for Residents' Parking Schemes in consultations with GCP and in-line with the Integrated Parking Strategy
 - Continued development of Huntingdon and Fenland transport strategies to include support for modal shift

- Implement a new drainage strategy as part of the surface water management plan and the results of gully cleansing data, to optimise operations and service delivery.
- New survey and inspections technologies implemented to support a more efficient highway maintenance service.
- Street lighting review, reduce scouting frequencies and implement a small LED replacement programme for the least efficient lights.
- Install recycling equipment in a highway depot for recycling gully waste, asphalt, and aggregates, to reduce waste to tip and generate income

4.5 Pressures

- P&E Management Restructure Costs
In 2021 Place and Economy was restructured. The focus for Highways and Transport was to provide a structure that:
 - Provides robust and resilient leadership for the future goals of the Place and Economy directorate
 - Delivers on our commitment to working in partnership with others for the benefit of our residents and businesses;
 - Better aligns functions within Place & Economy to build cohesion and resilience
 - Ensures accountability rests at the right level in the organisation through clearly articulated roles and responsibilities;
 - Provides a structure that lays the foundations for us to proactively pursue opportunities to do things differently to improve efficiency and outcomes;
 - Puts in place supportive systems and processes that enable and facilitate innovative service delivery

4.6 Investments

- Highways Services (£1m) and relationship to capital budget
This reflects additional funding for Highways Services and work is underway to consider the most appropriate delivery mechanism to ensure the maximum outcome for the investment. Also, a discussion is underway as to whether this £1m investment should be capital or revenue funded.
- Footpaths and pavements (£1m).
This £1m investment nets-off against a £1m capital reduction, so net spending remains the same. It may be appropriate to move this to capital where the other footpath and pavement investment budget sits.
- Backing out last year's investment in B1050 design cost budget as the design is complete. This budget was specifically for design. If schemes have been completed, then this funding need falls away. The implementation costs will be addressed separately, or any carry forward which is expected to be minimal.

4.7 Savings / income

- Recycle asphalt, aggregates and gully waste £35K

This is the saving associated with setting up a facility (c.£50k) within the depot to reduce the amount of these materials that is sent to the tip, and to potentially reuse these materials on future works, which would save c.85k PA.

- Deployment of additional surpluses in civil parking to transport activities £200K
Civil parking enforcement allows for better control of parking, ensuring safer, more reliable, less-disruptive parking on our networks. Following a review of parking, we forecast a small surplus in income.
- Income from bus lane and moving lane enforcement £100K
As well as enforcing bus lanes to ensure public transport reliability and attractiveness, the County Council is exploring new powers, relating to moving traffic offences, to further enhance network safety and efficiency.

4.8 We are continuing to explore further opportunities for savings and income as detailed in the table below.

Options to innovative condition surveys to deal with highway maintenance issues	Modernisation of condition surveys and safety inspections utilising innovative technology to automate complex assessment and therefore increase efficiency. Cost to the service in the first year, however savings are expected to be realised by a new business operating model.
County drainage networks and gulley clearance strategy.	Prioritisation of gully clearance based on need to optimise maintenance regime and increase efficiency. A targeted approach to gully cleansing is being implemented and will help to improve service levels but is unlikely to provide cost savings in the short term due to the current backlog of this work. Once the data is available to inform the strategy then savings will be achievable.
Street Lighting Review	Reduce winter scouting from twice per month to once, checking if the lights are in light.
Section 38 Income	Revise charging approach to ensure that Developer Section 38 Agreements fees are captured within suitable timescales.
Strategic Highway Depot Review	Rationalise the numbers of CCC depots that operate the Highway Service around the County, indicative saving £50k per depot.
Highway Services Contract Efficiencies	Reduce delivery duplication, and customer repeat contacts. Also, smart scheduling and planning, better use of data and digital. Possible year one saving £65k
Review of GCP/County collaboration arrangements	Review collaboration arrangements with GCP to identify areas of CCC highways and transport work that could be more appropriately delivered by GCP.

5. Next Steps

5.1 The high-level timeline for business planning is shown in the table below.

October / November	Service Committees provided with an update of the current position along with information about business cases being prepared and their estimated savings or investment
November / December	Business cases go to committees for consideration
January	Strategy and Resources Committee will review the whole draft Business Plan for recommendation to Full Council
February	Full Council will consider the draft Business Plan

6. Alignment with corporate priorities

The purpose of the Business Plan is to consider and deliver the Council's vision and priorities and section 1 of this paper sets out how we aim to provide good public services and achieve better outcomes for communities, whilst also responding to the changing challenges of the pandemic. As proposals are developed, they will consider the corporate priorities:

- 6.1 Communities at the heart of everything we do
- 6.2 A good quality of life for everyone
- 6.3 Helping our children learn, develop and live life to the full
- 6.4 Cambridgeshire: a well-connected, safe, clean, green environment
- 6.5 Protecting and caring for those who need us

7. Significant Implications

7.1 Resource Implications

The proposals set out the response to the financial context described in section 4 and the need to change our service offer and model to maintain a sustainable budget. The full detail of the financial proposals and impact on budget will be described in the financial tables of the business plan. The proposals will seek to ensure that we make the most effective use of available resources and are delivering the best possible services given the reduced funding.

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for the proposals set out in this report.

7.3 Statutory, Legal and Risk Implications

The proposals set out in this report respond to the statutory duty on the Local Authority to deliver a balanced budget. Cambridgeshire County Council will continue to meet the range of statutory duties for supporting our citizens.

7.4 Equality and Diversity Implications

As the proposals are developed ready for December service committees, they will include, where required, Equality Impact Assessments that will describe the impact of each proposal, in particular any disproportionate impact on vulnerable, minority and protected groups.

7.5 Engagement and Communications Implications

Our Business Planning proposals are informed by the CCC public consultation and will be discussed with a wide range of partners throughout the process. The feedback from consultation will continue to inform the refinement of proposals. Where this leads to significant amendments to the recommendations a report would be provided to Strategy and Resources Committee.

7.6 Localism and Local Member Involvement

As the proposals develop, we will have detailed conversations with Members about the impact of the proposals on their localities. We are working with members on materials which will help them have conversations with Parish Councils, local residents, the voluntary sector and other groups about where they can make an impact and support us to mitigate the impact of budget reductions.

7.7 Public Health Implications

We are working closely with Public Health colleagues as part of the operating model to ensure our emerging Business Planning proposals are aligned.

7.8 Environment and Climate Change Implications on Priority Areas

The climate and environment implications will vary depending on the detail of each of the proposals which will be coming to committee later for individual approvals (currently scheduled for November / December committees). The implications will be completed accordingly at that stage.

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 CCC Head of Procurement?

Yes

Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?

Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Beatrice Brown

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: Julia Turner

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

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

Yes

Name of Officer: Emily Bolton

8. Source Documents

Appendix 1a: Introduction to the finance tables

Appendix 1b: Place and Economy Finance tables (Table 3)

Appendix 1a – Introduction to the Finance Tables

In the full business plan, there are usually six finance tables. Tables 1-3 and 6 relate to revenue budgets, while tables 4 and 5 relate to capital budgets and funding. At this stage of the business planning cycle, we only produce table 3 for revenue, along with the capital tables.

Table 3 explains in detail the changes to the previous year's budget over the period of the Business Plan, in the form of individual proposals. At the top it takes the previous year's gross budget and then adjusts for proposals, grouped together in sections, covering inflation, demography and demand, pressures, investments and savings to give the new gross budget. The gross budget is reconciled to the net budget in Section 7. Finally, the sources of funding are listed in Section 8. An explanation of each section is given below:

- **Opening Gross Expenditure:**
The amount of money available to spend at the start of the financial year and before any adjustments are made. This reflects the final budget for the previous year.
- **Revised Opening Gross Expenditure:**
Adjustments that are made to the base budget to reflect permanent changes in a Service Area. This is usually to reflect a transfer of services from one area to another.
- **Inflation:**
Additional budget provided to allow for pressures created by inflation. These inflationary pressures are particular to the activities covered by the Service Area.
- **Demography and Demand:**
Additional budget provided to allow for pressures created by demography and increased demand. These demographic pressures are particular to the activities covered by the Service Area. Demographic changes are backed up by a robust programme to challenge and verify requests for additional budget.
- **Pressures:**
These are specific additional pressures identified that require further budget to support.
- **Investments:**
These are investment proposals where additional budget is sought, often as a one-off request for financial support in a given year and therefore shown as a reversal where the funding is time limited (a one-off investment is not a permanent addition to base budget).
- **Savings:**
These are savings proposals that indicate services that will be reduced, stopped or delivered differently to reduce the costs of the service. They could be one-off entries or span several years.

- **Total Gross Expenditure:**
The newly calculated gross budget allocated to the Service Area after allowing for all the changes indicated above. This becomes the Opening Gross Expenditure for the following year.
- **Fees, Charges & Ring-fenced Grants:**
This lists the fees, charges and grants that offset the Service Area's gross budget. The section starts with the carried forward figure from the previous year and then lists changes applicable in the current year.
- **Total Net Expenditure:**
The net budget for the Service Area after deducting fees, charges and ring-fenced grants from the gross budget.
- **Funding Sources:**
How the gross budget is funded – funding sources include cash limit funding (central Council funding from Council Tax, business rates and government grants), fees and charges, and individually listed ring-fenced grants.

Section 3 - B: Place and Economy

Table 3: Revenue - Overview
Budget Period: 2022-23 to 2026-27

		Detailed Plans	Outline Plans					
Ref	Title	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Description	Committee
1	OPENING GROSS EXPENDITURE	85,338	90,946	92,992	96,672	100,021		
B/R.1.001	Base adjustments	-	-	-	-	-	Adjustment for permanent changes to base budget from decisions made in 2021-22.	E&GI, H&T
1.999	REVISED OPENING GROSS EXPENDITURE	85,338	90,946	92,992	96,672	100,021		
2	INFLATION							
B/R.2.001	Inflation	1,917	1,988	2,058	2,104	2,178	The total inflation allocation is calculated based on the different inflation indicator estimates for each budget type – so pay awards, oil, gas, etc all have specific inflationary assumptions applied.	E&GI, H&T
2.999	Subtotal Inflation	1,917	1,988	2,058	2,104	2,178		
3	DEMOGRAPHY AND DEMAND							
B/R.3.007	Waste Disposal	266	308	272	245	238	Extra cost of landfilling additional waste produced by an increasing population.	E&GI
B/R.3.008	COVID impact - Waste Disposal demand	-638	-	-	-	-	Removal of the temporary budget intended to offset covid pressures as no longer required.	H&T
3.999	Subtotal Demography and Demand	-372	308	272	245	238		
4	PRESSURES							
B/R.4.013	Guided Busway Defects	-	-650	-650	-	-	This is the removal of the short-term investment made in previous years. The Council is in dispute with the contractor over defects in the busway construction. This was to fund repairs to defects and legal costs in support of the Council's legal action against the Contractor. The Council expects to recover these costs.	H&T
B/R.4.014	Waste and permit odour conditions	2,684	-1,600	-	-	-	Waste and permit odour conditions	E&GI
B/R.4.015	P&E Management Restructure costs	260	-	-	-	-	Cost relating to the new P&E Management restructure.	E&GI, H&T
4.999	Subtotal Pressures	2,944	-2,250	-650	-	-		
5	INVESTMENTS							
B/R.5.104	Investment in Highways Services	1,000	1,000	1,000	-	-	Investment in Highways Services to increase funding for proactive treatment and maintenance of roads, bridges and footpaths.	H&T
B/R.5.107	Footpaths and Pavements	1,000	1,000	1,000	1,000	-	Additional funding for surface treatments, such as footway repairs, and deeper treatments, including resurfacing and reconstruction.	H&T

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2022-23 to 2026-27

		Detailed Plans	Outline Plans					
Ref	Title	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Description	Committee
B/R.5.108	B1050 Design Costs	-170	-	-	-	-	Removal of the budget allocated to fund the design costs as now complete.	H&T
B/R.5.109	Flood Attenuation and Biodiversity	-680	-	-	-	-	Removal of the one off funding allocated for 2021/22, leaving the residual investment as permanent budget.	E&GI
5.999	Subtotal Investments	1,150	2,000	2,000	1,000	-		
6	SAVINGS H&T							
B/R.6.214	Street Lighting - contract synergies	4	-	-	-	-	Every year the budget is changed to reflect the level of synergy savings which will be achieved from the joint contract. This will not lead to any reduction in street lighting provision.	H&T
B/R.6.215	Recycle asphalt, aggregates and gully waste	-35	-	-	-	-	Savings achieved through recycling and reuse of materials.	H&T
6.999	Subtotal Savings	-31	-	-	-	-		
	TOTAL GROSS EXPENDITURE	90,946	92,992	96,672	100,021	102,437		
7	FEES, CHARGES & RING-FENCED GRANTS							
B/R.7.001	Previous year's fees, charges & ring-fenced grants	-21,021	-23,851	-24,681	-24,804	-24,931	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.	E&GI, H&T
B/R.7.002	Fees and charges inflation	-116	-120	-123	-127	-131	Additional income for increases to fees and charges in line with inflation.	E&GI, H&T
B/R.7.006	Changes to fees, charges & ring-fenced grants	-	-	-	-	-	Adjustment for changes to fees, charges & ring-fenced grants reflecting decisions made in 2021-22.	E&GI, H&T
B/R.7.100	Changes to fees & charges Deployment of current surpluses in civil parking enforcement to transport activities	-200	-30	-	-	-	Deployment of current surpluses in civil parking enforcement to transport activities as allowed by current legislation.	H&T
B/R.7.101	Income from Bus lane and moving lane enforcement	-100	-100	-	-	-	Utilising additional fine income to highways and transport works, as allowed by current legislation.	H&T
B/R.7.121	COVID Impact - Park & Ride	-150	-150	-	-	-	Financial support required to support service due to the impact of Covid.	H&T
B/R.7.122	COVID Impact - Guided Busway	-200	-200	-	-	-	Government Covid grant to bus service operators ends and reduction in services.	H&T
B/R.7.123	COVID Impact - Traffic Management	-604	-	-	-	-	Removal of covid financial support as not required.	H&T

Section 3 - B: Place and Economy

Table 3: Revenue - Overview
Budget Period: 2022-23 to 2026-27

		Detailed Plans	Outline Plans					
Ref	Title	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Description	Committee
B/R.7.124	COVID Impact - Parking	-700	-300	-	-	-	Partial removal of covid financial support as income has recovered ahead of estimate.	H&T
B/R.7.125	COVID Impact - Bus Lane Enforcement	-500	-	-	-	-	Removal of covid financial support as not required.	H&T
B/R.7.126	COVID Impact - Other	-260	-50	-	-	-	Partial removal of covid financial support as income has recovered ahead of estimate.	E&GI
B/R.7.202	Changes to ring-fenced grants Change in Public Health Grant	-	120	-	-	-	Change in ring-fenced Public Health grant to reflect change of function and expected treatment as a corporate grant from 2022-23 due to removal of ring-fence.	H&T
7.999	Subtotal Fees, Charges & Ring-fenced Grants	-23,851	-24,681	-24,804	-24,931	-25,062		
	TOTAL NET EXPENDITURE	67,095	68,311	71,868	75,090	77,375		
FUNDING SOURCES								
8	FUNDING OF GROSS EXPENDITURE							
B/R.8.001	Budget Allocation	-67,095	-68,311	-71,868	-75,090	-77,375	Net spend funded from general grants, business rates and Council Tax.	E&GI, H&T
B/R.8.002	Public Health Grant	-120	-	-	-	-	Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.	H&T
B/R.8.003	Fees & Charges	-16,963	-17,913	-18,036	-18,163	-18,294	Fees and charges for the provision of services.	E&GI, H&T
B/R.8.004	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	PFI Grant from DfT for the life of the project.	H&T
B/R.8.005	PFI Grant - Waste	-2,611	-2,611	-2,611	-2,611	-2,611	PFI Grant from DEFRA for the life of the project.	E&GI
B/R.8.007	Bikeability Grant	-213	-213	-213	-213	-213	DfT funding for the Bikeability cycle training programme.	H&T
8.999	TOTAL FUNDING OF GROSS EXPENDITURE	-90,946	-92,992	-96,672	-100,021	-102,437		

Service committee review of the draft 2022-23 capital programme

To: Highways and Transport

Meeting Date: 4th November 2021

From: Steve Cox - Executive Director, Place & Economy
Tom Kelly - Chief Finance Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To inform the Council's Business Plan for 2022-23 by presenting to Committee an overview of the draft Business Plan Capital Programme for Place & Economy and providing Members with the opportunity to comment on the draft proposals and endorse their development.

Recommendation: The Committee is asked to:

- a) Note the overview and context provided for the 2022-23 Capital Programme for Place & Economy; and
- b) Comment on the draft proposals for Place & Economy's 2022-23 Capital Programme and endorse their development.

Officer contact:

Name: Steve Cox
Post: Executive Director, Place & Economy
Email: Steve.Cox@Cambridgeshire.gov.uk
Tel: 01223 745949

Member contacts:

Names: Councillors P McDonald and G Bird
Post: Chair/Vice-Chair
Email: Peter.Mcdonald@Cambridgeshire.gov.uk
Gerri.Bird@Cambridgeshire.gov.uk
Tel: 01223 706398

1. Capital Strategy

- 1.1 The Council strives to achieve its vision through delivery of its Business Plan. To assist in delivering the Plan the Council needs to provide, maintain, and update long term assets (often referred to as 'fixed assets'), which are defined as those that have an economic life of more than one year. Expenditure on these long-term assets is categorised as capital expenditure and is detailed within the Capital Programme for the Council.
- 1.2 Each year the Council adopts a ten-year rolling capital programme as part of the Business Plan. The very nature of capital planning necessitates alteration and refinement to proposals and funding during the planning period; therefore, whilst the early years of the Business Plan provide robust, detailed estimates of schemes, the later years only provide indicative forecasts of the likely infrastructure needs and revenue streams for the Council.
- 1.3 This report forms part of the process set out in the Capital Strategy whereby the Council updates, alters and refines its capital planning over an extended planning period. New schemes are developed by Services and all existing schemes are reviewed and updated as required before being presented to the Capital Programme Board and subsequently Service Committees for further review and development.
- 1.4 An Investment Appraisal of each capital scheme (excluding committed schemes and schemes with 100% ring-fenced funding) is undertaken / revised, which allows schemes within and across all Services to be ranked and prioritised against each other, in light of the finite resources available to fund the overall Programme and in order to ensure the schemes included within the Programme are aligned to assist the Council with achieving its outcomes.

2. Development of the 2022-23 capital programme

- 2.1 Prioritisation of schemes (where applicable) is included within this report to be reviewed individually by Service Committees alongside the addition, revision and update of schemes. Prioritisation of schemes across the whole programme will also be reviewed by Strategy & Resources Committee (S&R) in December, after firm spending plans are considered again by Service Committees. S&R will review the final overall programme in January, in particular regarding the overall levels of borrowing and financing costs, before recommending the programme as part of the overarching Business Plan for Full Council to consider in February.
- 2.2 There are several schemes in progress where work is underway to develop the scheme, however they are either not sufficiently far enough forward to be able to include any capital estimate within the Business Plan, or a draft set of figures have been included but they are, at this stage, highly indicative. The following are the main schemes that this applies to at this stage:
 - Waterbeach Waste Treatment Facilities - this scheme has been included; however, figures are highly indicative at this stage.
 - Independent Living Services - this is moving through the committee process and has not yet been included within the plan.

- 2.3 Where the Covid-19 pandemic has had an impact on the costs of a capital scheme and this has been quantified, this has been worked into revised budgets based on the current situation. However, any further changes to Government guidelines in response to the pandemic would also require further revision of costs/timescales, and therefore capital budgets. In addition, there have been signs of a sharp inflationary rise on construction goods due Brexit and wider supply chain issues; where the impact of this is known or can be estimated, it has been included, but further rises are anticipated.

3. Revenue Implications

- 3.1 All capital schemes can have a potential two-fold impact on the revenue position, relating to any cost of borrowing through interest payments and repayment of principal and the ongoing revenue costs or benefits of the scheme. Conversely, not undertaking schemes can also have an impact via needing to provide alternative solutions, such as Home to School Transport (e.g. transporting children to schools with capacity rather than investing in capacity in oversubscribed areas).
- 3.2 The Council is required by the Chartered Institute of Public Finance and Accountancy's (CIPFA's) Prudential Code for Capital Finance in Local Authorities 2017 to ensure that it undertakes borrowing in an affordable and sustainable manner. In order to ensure that it achieves this, S&R recommends an advisory limit on the annual financing costs of borrowing (debt charges) over the life of the Plan. In order to afford a degree of flexibility from year to year, changes to the phasing of the limit is allowed within any three-year block (the current block starts in 2021-22), so long as the aggregate limit remains unchanged.
- 3.3 For the 2021-22 Business Plan, GPC (prior to the creation of S&R) agreed that this should continue to equate to the level of revenue debt charges as set out in the 2014-15 Business Plan for the next five years (restated to take into account the change to the MRP Policy agreed by GPC in January 2016) and limited to around £39m annually from 2019-20 onwards. S&R are due to set limits for the 2022-23 Business Plan as part of the Capital Strategy review in November.

4. Summary of the draft capital programme

4.1 The revised draft Capital Programme is as follows:

Service Block	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	Later Yrs £'000
People and Communities	89,313	140,378	74,080	36,418	16,296	23,688
Place and Economy	73,566	36,057	26,743	16,302	11,997	23,182
Corporate Services	12,245	2,510	2,426	1,080	800	12,800
Total	175,124	178,945	103,249	53,800	29,093	59,670

4.2 This is anticipated to be funded by the following resources:

Funding Source	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	Later Yrs £'000
Grants	55,698	28,788	30,570	28,325	19,047	21,437
Contributions	37,582	68,846	27,318	12,420	39,749	81,990
Capital Receipts	1,348	3,343	3,349	2,000	2,000	8,000
Borrowing	65,780	83,199	49,010	11,206	2,147	14,244
Borrowing (Repayable)*	14,716	-5,231	-6,998	-151	-33,850	-66,001
Total	175,124	178,945	103,249	53,800	29,093	59,670

* Repayable borrowing nets off to zero over the life of each scheme and is used to bridge timing gaps between delivery of a scheme and receiving other funding to pay for it.

All funding sources above are off-set by an amount included in the capital variation budget, which anticipates a degree of slippage across all programmes and then applies that slippage to individual funding sources.

4.3 The following table shows how each Service's borrowing position has changed since the 2021-22 Capital Programme was set:

Service Block	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	Later Yrs £'000
People and Communities	-3,945	-26,983	27,081	23,501	8,004	1,529	-3,575
Place and Economy	27,914	16,530	7,758	5,170	-7	-8	7,610
Corporate Services	-29,899	-3,522	-2,999	-5,350	-180	-129	-3,224
Corporate and Managed Services – relating to general capital receipts	-	-	-	-	-	-	-
Total	-5,930	-13,975	31,840	23,321	7,817	1,392	811

The significant change in P&C relates to the removal of one large secondary scheme with a £38.8m total budget – see below.

4.4 The table below categorises the reasons for these changes:

Reasons for change in borrowing	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	Later Yrs £'000
New	4,728	12,298	12,557	24,610	2,435	210	0
Removed/Ended	-6,327	-27,554	-7,950	-2,912	-2,125	-150	-430
Minor Changes/Rephasing*	-14,421	12,569	5,913	-2,980	730	-99	3,065
Increased Cost (includes rephasing)	-5,737	11,515	26,207	19,295	8,909	-4,525	0
Reduced Cost (includes rephasing)	-152	-893	0	0	0	0	-4,525
Change to other funding (includes rephasing)	-1,627	-17,935	1,376	-11,470	-1,977	6,123	1,402
Variation Budget	19,779	-4,207	-5,851	-3,753	-263	-310	1,407
Capitalisation of Interest	-2,173	232	-412	531	108	143	-108
Total	-5,930	-13,975	31,840	23,321	7,817	1,392	811

*This does not off-set to zero across the years because the rephasing also relates to pre-2021-22.

4.5 These revised levels of borrowing will have an impact on the level of debt charges incurred. The debt charges budget is also currently undergoing thorough review of interest rates, internal cash balances, Minimum Revenue Provision charges and estimates of capitalisation of interest – the results of this will be fed into the next round of committee papers on capital.

4.6 The above tables have been amended following previous service committees to take into account recent updates.

5. Overview of Place & Economy's draft capital programme

5.1 The revised draft Capital Programme for Place and Economy (P&E) is as follows:

Capital Expenditure	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	Later Yrs £'000
Place & Economy	73,566	36,057	26,743	16,302	11,997	23,182

5.2 This is anticipated to be funded by the following resources:

Funding Source	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	Later Yrs £'000
Grants	29,831	19,042	16,231	15,207	10,878	-
Contributions	13,791	6,968	3,982	963	963	5,500
Borrowing	29,944	10,047	6,530	132	156	17,682
Total	73,566	36,057	26,743	16,302	11,997	23,182

5.3 The full list of P&E capital schemes is shown in the draft capital programme at appendix one. Table 4 lists the schemes with a description and with funding shown against years. Table 5 shows the breakdown of the total funding of the schemes, for example whether schemes are funded by grants, developer contributions or prudential borrowing.

5.4 Papers on the individual schemes have been, or will be, considered separately by the appropriate Service Committee.

5.5 Changes to Existing Capital Schemes

5.5.1 Changes to existing schemes, such as rephasing, re-costing, and revised funding are highlighted below.

5.6 Operating the Network Schemes

5.6.1 This area is funded by Local Transport Plan grant funding from the Department for Transport (DfT). The assumption is made that funding that now goes via the Combined Authority will now be passported across to Cambridgeshire. In 2022-23, there was a 20% reduction in the level of this grant and other DfT grant funding was used to bridge the shortfall, so that planned schemes could be taken forward. An assumption has been made that the grant will again be 20% lower than previous years and schemes are currently shown at this reduced level on a priority basis, however if this is exceeded some levelling out can be achieved. We are unlikely to know the level of this grant until February 2022.

5.7 Pothole Funding

5.7.1 An assumption has been made that this grant will be made again in 2022-23 and the estimate currently assumed maintains the support to ensure the budget for pothole repairs and funding of the Footpaths and Pavements schemes is at the same level as the 2021/22 budget. This is based on a statement issued by the DfT that this funding is likely to continue to 2024/25 although the actual level of the grant will not be known until February 2022.

5.8 Wheatsheaf Crossroads

5.8.1 New scheme – Traffic signal safety scheme at B1040/Bluntisham Heath Road/Wheatsheaf Road. The location has been identified as a significant accident cluster site in the county. Following an options appraisal for solutions, on the 7 September 2021 the Highways and Transport committee voted to progress with the delivery of a traffic signals scheme as part of the 2021/22 Road Safety programme.

5.82 A Milestone/Capita options assessment report provided a high-level risk cost estimate of £4.92m for the project in Summer 2021. These costs were re-examined following committee by the Project Delivery service who identified that some of the costing appeared low including the allowance of only £100,000 for Virgin Media diversion work. Project Delivery advised this cost should be increased to £1.4m to cover the risks associated with moving fibre optic cables leading to a total project cost estimate of £6.795m. There is a £500k CIL allocation via Huntingdonshire District Council and discussions remain ongoing with HDC in that regard. Other external funding sources will be sought. It should be noted that the project is very early in its design maturity, accordingly the project costs include considerable sums for optimism bias, contingency and risk. It is expected that when the project goes through the project gateway cycle including the detailed design stage and negotiations over land acquisition over the coming year, that these risks and costs can be reduced, which may reduce the overall project cost significantly.

5.9 St Neots Future High Street Fund

5.9.1 New scheme - The project is promoted by Huntingdonshire District Council who secured funding to undertake the design and construction of the project. The project consists of three separate sub-projects all contributing to the project objectives which includes improving public interaction with the town centre and creating more inviting spaces for people to enjoy. Rejuvenating the High Street, re-establishing the Market Square as a public space and improving connectivity across the river are the three key objectives. The objectives tie in with the incentives to renew and reshape town centres in a way that drives growth, improves experience and ensures future sustainability.

5.9.2 The project budget is £8.522m for all three projects which includes all aspect for the project delivery, preliminary and detailed design, investigation work, procurement, construction, handover and staff cost. HDC have a Highways England bid currently being assessed for £3m of funding which is expected in Autumn 2021. The £3m HE funding is not required for the project to proceed, but if successful will allow the scope to be widened and higher grade materials to be used. All three projects need to be completed by March 2024 to meet grant funding criteria, with the HE funding pot to be spent by March 2025 should the £3m be granted.

5.9.3 The County will be a delivery agent for the project, undertaking the project management activities and will be responsible for taking the project through design, construction and finally handover to the Project Sponsors. The programme, costs and project risks will be owned by the Project Sponsors and will be managed through monthly Project Board meetings, and other meetings as needed. A monthly progress report will be submitted to Project Board and discussed in the Project Board meeting. This document will typically hold the programme, budget, risks, key decisions/actions and items for escalation, works achieved to date and upcoming activities. HDC will lead on stakeholder engagement prior to and during the project, which includes members, residents, business owner engagement and key stakeholder groups.

5.10 March Future High Street Fund

5.10.1 New scheme - The project is promoted by Fenland District Council who secured funding to undertake the design and construction of the project. The project consists of three separate

sub-projects, being Broad Street, The Riverside and Market Square which all contribute to the project objectives which includes improving public interaction with the town centre and creating more inviting spaces for people to enjoy. Public realm initiatives, market stall and festivity areas, and reduced traffic is centre to these objectives, creating a sense of arrival, appose to a through fair for traffic.

5.10.2 The project budget is circa £6.1m for all three projects which includes all aspect for the project delivery, prelim and detailed design, investigation work, procurement, construction, handover and staff cost. All three projects need to be completed by March 2024 to meet grant funding criteria.

5.10.3 The County will be a delivery agent for the project, undertaking the project management activities and will be responsible for taking the project through design, construction and finally handover to the Project Sponsors. The programme, costs and project risks will be owned by the Project Sponsors and will be managed through monthly Project Board meetings, and other meetings as needed. A monthly progress report will be submitted to Project Board and discussed in the Project Board meeting. This document will typically hold the programme, budget, risks, key decisions/actions and items for escalation, works achieved to date and upcoming activities. FDC will lead on stakeholder engagement prior to and during the project, which includes members, residents, business owner engagement and key stakeholder groups.

6. Alignment with corporate priorities

The purpose of the Business Plan is to consider and deliver the Council's vision and priorities and section 1 of this paper sets out how we aim to provide good public services and achieve better outcomes for communities, whilst also responding to the changing challenges of the pandemic. As proposals are developed, they will consider the corporate priorities:

- 6.1 Communities at the heart of everything we do
- 6.2 A good quality of life for everyone
- 6.3 Helping our children learn, develop and live life to the full
- 6.4 Cambridgeshire: a well-connected, safe, clean, green environment
- 6.5 Protecting and caring for those who need us

7. Significant Implications

7.1 Resource Implications

The full detail of the financial proposals and impact on budget will be described in the financial tables of the business plan. The proposals will seek to ensure that we make the most effective use of available resources and are delivering the best possible services given the reduced funding.

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for the proposals set out in this report.

7.3 Statutory, Legal and Risk Implications

The proposals set out in this report respond to the statutory duty on the Local Authority to deliver a balanced budget. Cambridgeshire County Council will continue to meet the range of statutory duties for supporting our citizens.

7.4 Equality and Diversity Implications

As the proposals are developed ready for December service committees, they will include, where required, Equality Impact Assessments that will describe the impact of each proposal, in particular any disproportionate impact on vulnerable, minority and protected groups.

7.5 Engagement and Communications Implications

Our Business Planning proposals are informed by the CCC public consultation and will be discussed with a wide range of partners throughout the process. The feedback from consultation will continue to inform the refinement of proposals. Where this leads to significant amendments to the recommendations a report would be provided to Strategy and Resources Committee.

7.6 Localism and Local Member Involvement

As the proposals develop, we will have detailed conversations with Members about the impact of the proposals on their localities. We are working with members on materials which will help them have conversations with Parish Councils, local residents, the voluntary sector and other groups about where they can make an impact and support us to mitigate the impact of budget reductions.

7.7 Public Health Implications

We are working closely with Public Health colleagues as part of the operating model to ensure our emerging Business Planning proposals are aligned.

7.8 Environment and Climate Change Implications on Priority Areas

The climate and environment implications will vary depending on the detail of each of the proposals which will be coming to committee later for individual approvals (currently scheduled for November / December committees). The implications will be completed accordingly at that stage.

8. Source documents

8.1 Source documents

The 2021/22 Business Plan, including the Capital Strategy Capital Planning and Forecast: financial models.

8.2 Location

[Business Plans](#)

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2022-23 to 2031-32

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000
Ongoing	42,593	14,591	-4,360	7,882	8,293	10,841	10,841	-5,495
Committed Schemes	421,469	315,569	54,511	16,271	4,153	1,132	1,156	28,677
2021-2022 Starts	33,340	5,341	10,456	7,575	9,968	-	-	-
2022-2023 Starts	25,946	-	12,959	4,329	4,329	4,329	-	-
TOTAL BUDGET	523,348	335,501	73,566	36,057	26,743	16,302	11,997	23,182

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000	Committee
B/C.01	Integrated Transport												
B/C.1.002	Air Quality Monitoring	Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the county.		Ongoing	115	-	23	23	23	23	23	-	H&T
B/C.1.009	Major Scheme Development & Delivery	Resources to support the development and delivery of major schemes.		Ongoing	1,000	-	200	200	200	200	200	-	H&T
B/C.1.011	Local Infrastructure improvements	Provision of the Local Highway Improvement Initiative across the county, providing accessibility works such as disabled parking bays and provision of improvements to the Public Rights of Way network.		Ongoing	4,410	-	882	882	882	882	882	-	H&T
B/C.1.012	Safety Schemes	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.		Ongoing	2,970	-	594	594	594	594	594	-	H&T
B/C.1.015	Strategy and Scheme Development work	Resources to support Transport & Infrastructure strategy and related work across the county, including long term strategies and District and Market Town Transport Strategies, as well as funding towards scheme development work.		Ongoing	1,725	-	345	345	345	345	345	-	H&T
B/C.1.019	Delivering the Transport Strategy Aims	Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth.		Ongoing	6,730	-	1,346	1,346	1,346	1,346	1,346	-	H&T
B/C.1.020	Bar Hill to Northstowe cycle route	Bar Hill to Longstanton		Committed	982	163	819	-	-	-	-	-	H&T
B/C.1.021	Girton to Oakington Cycle Route	Girton to Oakington Cycle Route		Committed	1,000	1,000	-	-	-	-	-	-	H&T
B/C.1.022	Busway to Science Park cycle route	Busway to Science Park cycle route		Committed	150	150	-	-	-	-	-	-	H&T
B/C.1.023	Boxworth to A14 Cycle Route	Boxworth to A14 Cycle Route		2022-23	550	-	550	-	-	-	-	-	H&T
B/C.1.024	Dry Drayton to NMU link cycle route	Dry Drayton to NMU link cycle route		Committed	300	49	251	-	-	-	-	-	H&T
B/C.1.026	Hilton to Fenstanton Cycle Route	Hilton to Fenstanton Cycle Route		2022-23	500	-	500	-	-	-	-	-	H&T
B/C.1.027	Buckden to Hinchingsbrooke cycle route	Buckden to Hinchingsbrooke cycle route funded by Highways England		2022-23	780	-	780	-	-	-	-	-	H&T

Table 4: Capital Programme
Budget Period: 2022-23 to 2031-32

Budget Period: 2022-23 to 2031-32

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000	
B/C.1.050	A14	Improvement of the A14 between Cambridge and Huntingdon. This is a scheme led by the Highways Agency but in order to secure delivery a local contribution to the total scheme cost, which is in excess of £1bn, is required. The Council element of this local contribution is £25m and it is proposed that it should be paid in equal instalments over a period of 25 years commencing in 2020.		Committed	25,200	2,200	1,000	1,000	1,000	1,000	1,000	18,000	H&T
	Total - Integrated Transport				46,412	3,562	7,290	4,390	4,390	4,390	4,390	18,000	
B/C.02	Operating the Network												
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Allows the highway network throughout the county to be maintained. With the significant backlog of works to our highways well documented, this fund is crucial in ensuring that we are able to maintain our transport links.		Ongoing	48,747	10,672	7,615	7,615	7,615	7,615	7,615		H&T
B/C.2.002	Rights of Way	Allows improvements to our Rights of Way network which provides an important local link in our transport network for communities.		Ongoing	640	140	100	100	100	100	100		H&T
B/C.2.004	Bridge strengthening	Bridges form a vital part of the transport network. With many structures to maintain across the county it is important that we continue to ensure that the overall transport network can operate and our bridges are maintained.		Ongoing	11,709	2,564	1,829	1,829	1,829	1,829	1,829		H&T
B/C.2.005	Traffic Signal Replacement	Traffic signals are a vital part of managing traffic throughout the county. Many signals require to be upgraded to help improve traffic flow and ensure that all road users are able to safely use the transport network.		Ongoing	3,880	850	606	606	606	606	606		H&T
B/C.2.006	Smarter Travel Management - Integrated Highways 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.		Ongoing	915	200	143	143	143	143	143		H&T
B/C.2.007	Smarter Travel Management - Real Time Bus Information	Provision of real time passenger information for the bus network.		Ongoing	755	165	118	118	118	118	118		H&T
	Total - Operating the Network				66,646	14,591	10,411	10,411	10,411	10,411	10,411	-	

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000
B/C.03	Highways & Transport											
B/C.3.002	Footpaths and Pavements	Additional funding for surface treatments, such as footway repairs, and deeper treatments, including resurfacing and reconstruction.		Committed	10,000	4,000	3,000	2,000	1,000	-	-	- H&T
B/C.3.003	B1050 Shelfords Road	Full reconstruction of the B1050 Shelfords Road between Earith and Willingham.		2022-23	6,800	-	6,800	-	-	-	-	- H&T
B/C.3.004	Pothole Funding	Additional funding for Potholes.		2022-23	17,316	-	4,329	4,329	4,329	4,329	-	- H&T
B/C.3.005	Ely Bypass	The project has now been completed and the brand-new bypass opened to traffic on 31 October 2018.		Committed	49,006	48,993	3	10	-	-	-	- H&T
B/C.3.006	Guided Busway	Guided Busway construction contract retention payments.		Committed	149,791	145,712	4,079	-	-	-	-	- H&T
B/C.3.007	King's Dyke	The level crossing at King's Dyke between Whittlesey and Peterborough has long been a problem for people using the A605. The downtime of the barriers at the crossing causes traffic to queue for significant periods of time and this situation will get worse as rail traffic increases along the Ely to Peterborough railway line in the future. The issue is also made worse during the winter months as the B1040 at North Bank often floods, leading to its closure and therefore increasing traffic use of the A605 across King's Dyke.		Committed	33,500	30,984	2,516	-	-	-	-	- H&T
B/C.3.008	Wisbech Town Centre Access Study	Wisbech Town Centre Access Study - fully funded by CPCA		Committed	10,500	6,019	4,481	-	-	-	-	- H&T
B/C.3.009	Wheatsheaf Crossroads	Scheme to deliver traffic signals at the Wheatsheaf Crossroads, Bluntisham		2021-22	6,795	200	200	200	6,195	-	-	- H&T
B/C.3.010	St Neots Future High Street Fund	St Neots Future High Street Fund		2021-22	8,522	349	1,255	3,460	3,458	-	-	- H&T
B/C.3.011	March Future High Street Fund	March Future High Street Fund		2021-22	6,023	292	1,501	3,915	315	-	-	- H&T
	Total - Highways & Transport				298,253	236,549	28,164	13,914	15,297	4,329	-	-

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000	
B/C.04 B/C.4.002	Planning Growth and Environment Waste – Household Recycling Centre (HRC) Improvements	To deliver Household Recycling Centre (HRC) improvements by acquiring appropriate sites, gaining planning permission, designing and building new or upgraded facilities. New facilities are proposed in the Greater Cambridge area and in March where planning permissions for the existing sites are due to expire. Capital works are required to maintain/upgrade other HRCs in the network as population growth places additional pressure on the existing facilities.		Committed	6,634	414	6,220	-	-	-	-	-	- E&GI
B/C.4.003	Waterbeach Waste Treatment Facilities	Amendments to the Waterbeach waste treatment facilities following changes to the Industrial Emissions Directive to reduce emissions to levels which are able to meet the sector specific Best Available Technique conclusions (BATc) and comply with new Environmental Permit conditions issued by the Environment Agency.	B/R.4.014	2021-22	12,000	4,500	7,500	-	-	-	-	-	- E&GI
	Total - Planning Growth and Environment				18,634	4,914	13,720	-	-	-	-	-	-
B/C.05 B/C.5.013	Climate Change & Energy Service Swaffham Prior Community Heat Scheme	A ground breaking scheme enabling the residents of Swaffham Prior to decarbonise their heating and hot water. The project comprises an energy centre located at Goodwin Farm supplying heat via a network of underground pipes that runs through the village connecting to homes and businesses.	C/R.7.110	Committed	13,522	7,912	5,610	-	-	-	-	-	- E&GI
B/C.5.014	Smart Energy Grid Demonstrator scheme at the St Ives Park and Ride	Low carbon energy generation assets with battery storage on Council assets at St Ives Park and Ride	C/R.7.106	Committed	4,321	1,257	3,064	-	-	-	-	-	- E&GI
B/C.5.015	Babraham Smart Energy Grid	The project is to develop a high level assessment, then an Investment Grade Proposal for a renewable energy scheme on the Babraham Park and Ride site. This project at Babraham will look to build on the skills developed in the St Ives project to replicate on other Park and Ride sites. A 2.1 MW solar canopy project is proposed at the HLA stage.	C/R.7.107	Committed	6,187	1,667	4,520	-	-	-	-	-	- E&GI
B/C.5.016	Trumpington Smart Energy Grid	The project is to develop a high level assessment, then an Investment Grade Proposal for a renewable energy scheme on the Trumpington Park and Ride site. This project at Trumpington will look to build on the skills developed in the St Ives project to replicate on other Park and Ride sites. A 2.1 MW solar canopy project is proposed at the HLA stage.		Committed	6,970	4		-	-	-	-	6,966	E&GI

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000	
B/C.5.017	Stanground Closed Landfill Energy Project	The project is to develop a high level assessment, then an Investment Grade Proposal for a clean energy scheme on the closed landfill site in Stanground. Bouygues propose a 2.25MW Solar PV ground mounted array on the site together with a 10MW 2C battery storage system for demand side response.	C/R.7.108	Committed	8,266	551		7,715	-	-	-	-	E&GI
B/C.5.018	Woodston Closed Landfill Energy Project	The project is to develop a high level assessment, then an Investment Grade Proposal for a clean energy scheme on the closed landfill site in Woodston. A tailored 3MW 2C Battery Storage for Demand Side Response services is proposed. This would provide a steady revenue stream, while being respectful of the local environment in terms of disruption and visual amenity.		Committed	2,526	15		-	-	-	-	2,511	E&GI
B/C.5.019	North Angle Solar Farm, Soham	Investment in a second solar farm at Soham, bordering the Triangle Farm solar farm site. The scheme aims to maximise potential revenue from Council land holdings, help to secure national energy supplies and help meet Government carbon reduction targets.	C/R.7.109	Committed	24,444	22,304	2,140	-	-	-	-	-	E&GI
B/C.5.020	Fordham Renewable Energy Network Demonstrator	Development of an Investment Grade Proposal for a 58 acre solar park at Glebe Farm in Fordham. The scheme aims to assist local businesses in decarbonising their energy supplies while generating a return for the Council and contributing to the aims of the Climate Change and Environment Strategy.		Committed	635	635		-	-	-	-	-	E&GI
B/C.5.021	Decarbonisation Fund	An investment in the decarbonisation of Council owned and occupied buildings (approximately 69 buildings). All Council buildings will be taken off fossil fuels (primarily oil and gas) and will be replaced with low carbon heating solutions such as Air or Ground Source Heat Pumps. This investment is expected to be recouped in full from savings delivered on the Council's energy bills.		Committed	15,000	3,850	4,170	5,210	1,770	-	-	-	E&GI
B/C.5.022	Electric Vehicle chargers	An investment in Electric Vehicle (EV) charging infrastructure for main offices to host Cambridgeshire County Council electric pool cars/vans and staff vehicles.		Committed	200	200		-	-	-	-	-	E&GI
B/C.5.023	Oil Dependency Fund	Provision of financial support for oil dependent schools and communities to come off oil and onto renewable sources of energy. The initial investment of £500k will be paid back through business case investments into heat infrastructure.		Committed	500	500		-	-	-	-	-	E&GI

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000	
B/C.5.024	Climate Action Fund	A fund to support the delivery of projects brought forward by services to improve the carbon efficiency of Council assets and services.		Committed	300	300		-	-	-	-	-	E&GI
	Total - Climate Change & Energy Service				82,871	39,195	19,504	12,925	1,770	-	-	9,477	
B/C.06 B/C.6.001	Connecting Cambridgeshire Investment in Connecting Cambridgeshire	Connecting Cambridgeshire is working to ensure businesses, residents and public services can make the most of opportunities offered by a fast-changing digital world. Led by the Council, this ambitious partnership programme is improving Cambridgeshire's broadband, mobile and Wi-Fi coverage, whilst supporting online skills, business growth and technological innovation to meet future digital challenges.		Committed	24,337	24,337		-	-	-	-	-	E&GI
B/C.6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity	Promoting and facilitating commercial coverage and managing gap funded intervention contract to increase full fibre and Superfast broadband coverage across Cambridgeshire and Peterborough.		Committed	17,125	7,245	9,880	-	-	-	-	-	E&GI
B/C.6.003	Investment in Connecting Cambridgeshire - Mobile Connectivity	Working with government and commercial operators to improve 2G, 4G and 5G coverage across the county.		Committed	485	225	260	-	-	-	-	-	E&GI
B/C.6.004	Investment in Connecting Cambridgeshire - Public Access WiFi	Increasing the provision of free public access Wi-fi in public buildings, community and village halls and in city and town centres across Cambridgeshire and Peterborough.		Committed	705	605	100	-	-	-	-	-	E&GI
B/C.6.005	Investment in Connecting Cambridgeshire - Smart Work Streams	Using connectivity, advanced data techniques and emerging technologies across a range of work streams in Cambridgeshire and Peterborough to help meet growth and sustainability challenges and support the local economy.		Committed	2,013	1,413	600	-	-	-	-	-	E&GI

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000	
B/C.6.006	Investment in Connecting Cambridgeshire - Programme Delivery	"Keeping Everyone Connected" Covid-19 response and recovery programme supporting businesses and communities to access connectivity and digital technologies. Staff and support costs (including specialist legal, technical and data services) to deliver all elements of the Connecting Cambridgeshire programme.		Committed	3,350	2,865	485	-	-	-	-	-	E&GI
	Total - Connecting Cambridgeshire				48,015	36,690	11,325	-	-	-	-	-	
B/C.07	Capital Programme Variation												
B/C.7.001	Variation Budget	The Council includes a service allowance for likely Capital Programme slippage, as it can sometimes be difficult to allocate this to individual schemes due to unforeseen circumstances. This budget is continuously under review, taking into account recent trends on slippage on a service by service basis.		Ongoing	-41,003	-	-18,161	-5,919	-5,508	-2,960	-2,960	-5,495	E&GI, H&T
B/C.7.002	Capitalisation of Interest Costs	The capitalisation of borrowing costs helps to better reflect the costs of undertaking a capital project. Although this budget is initially held on a service basis, the funding will ultimately be moved to the appropriate schemes once exact figures have been calculated each year.		Committed	3,520	-	1,313	336	383	132	156	1,200	E&GI, H&T
	Total - Capital Programme Variation				-37,483	-	-16,848	-5,583	-5,125	-2,828	-2,804	-4,295	
	TOTAL BUDGET				523,348	335,501	73,566	36,057	26,743	16,302	11,997	23,182	

Funding	Total Funding £000	Previous Years £000	2022-23 £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	Later Years £000
Government Approved Funding								
Department for Transport	192,997	113,307	18,332	19,042	16,231	15,207	10,878	-
Specific Grants	69,843	58,344	11,499	-	-	-	-	-
Total - Government Approved Funding	262,840	171,651	29,831	19,042	16,231	15,207	10,878	-
Locally Generated Funding								
Agreed Developer Contributions	16,521	15,500	921	100	-	-	-	-
Anticipated Developer Contributions	14,261	1,571	3,992	832	780	793	793	5,500
Prudential Borrowing	164,187	99,696	29,944	10,047	6,530	132	156	17,682
Other Contributions	65,539	47,083	8,878	6,036	3,202	170	170	-
Total - Locally Generated Funding	260,508	163,850	43,735	17,015	10,512	1,095	1,119	23,182
TOTAL FUNDING	523,348	335,501	73,566	36,057	26,743	16,302	11,997	23,182

Section 3 - B: Place and Economy

Table 5: Capital Programme - Funding

Budget Period: 2022-23 to 2031-32

Summary of Schemes by Start Date					Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	Committee
Ongoing					42,593	70,839	-2,284	-2,278	-	-23,684	
Committed Schemes					421,469	174,685	32,566	51,567	-	162,651	
2021-2022 Starts					33,340	-	500	14,545	-	18,295	
2022-2023 Starts					25,946	17,316	-	1,705	-	6,925	
TOTAL BUDGET					523,348	262,840	30,782	65,539	-	164,187	

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	Committee
B/C.01	Integrated Transport										
B/C.1.002	Air Quality Monitoring			- Ongoing	115	115	-	-	-	-	H&T
B/C.1.009	Major Scheme Development & Delivery			- Ongoing	1,000	1,000	-	-	-	-	H&T
B/C.1.011	Local Infrastructure improvements			- Ongoing	4,410	3,410	-	1,000	-	-	H&T
B/C.1.012	Safety Schemes			- Ongoing	2,970	2,970	-	-	-	-	H&T
B/C.1.015	Strategy and Scheme Development work			- Ongoing	1,725	1,725	-	-	-	-	H&T
B/C.1.019	Delivering the Transport Strategy Aims			- Ongoing	6,730	6,730	-	-	-	-	H&T
B/C.1.020	Bar Hill to Northstowe cycle route			- Committed	982	52	930	-	-	-	H&T
B/C.1.021	Girton to Oakington Cycle Route			- Committed	1,000	-	450	550	-	-	H&T
B/C.1.022	Busway to Science Park cycle route			- Committed	150	-	150	-	-	-	H&T
B/C.1.023	Boxworth to A14 Cycle Route			- 2022-23	550	-	-	550	-	-	H&T
B/C.1.024	Dry Drayton to NMU link cycle route			- Committed	300	175	-	125	-	-	H&T
B/C.1.026	Hilton to Fenstanton Cycle Route			- 2022-23	500	-	-	500	-	-	H&T
B/C.1.027	Buckden to Hinchingsbrooke cycle route			- 2022-23	780	-	-	655	-	125	H&T
B/C.1.050	A14			- Committed	25,200	-	-	200	-	25,000	H&T
	Total - Integrated Transport			-	46,412	16,177	1,530	3,580	-	25,125	
B/C.02	Operating the Network										
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths			- Ongoing	48,747	48,747	-	-	-	-	H&T
B/C.2.002	Rights of Way			- Ongoing	640	640	-	-	-	-	H&T
B/C.2.004	Bridge strengthening			- Ongoing	11,709	11,709	-	-	-	-	H&T
B/C.2.005	Traffic Signal Replacement			- Ongoing	3,880	3,880	-	-	-	-	H&T
B/C.2.006	Smarter Travel Management - Integrated Highways Management Centre			- Ongoing	915	915	-	-	-	-	H&T
B/C.2.007	Smarter Travel Management - Real Time Bus Information			- Ongoing	755	755	-	-	-	-	H&T
	Total - Operating the Network			-	66,646	66,646	-	-	-	-	
B/C.03	Highways & Transport										
B/C.3.002	Footpaths and Pavements			- Committed	10,000	10,000	-	-	-	-	H&T
B/C.3.003	B1050 Shelfords Road			- 2022-23	6,800	-	-	-	-	6,800	H&T
B/C.3.004	Pothole Funding			- 2022-23	17,316	17,316	-	-	-	-	H&T
B/C.3.005	Ely Bypass			- Committed	49,006	22,000	1,000	5,944	-	20,062	H&T

Section 3 - B: Place and Economy

Table 5: Capital Programme - Funding

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	
B/C.3.006	Guided Busway		-	Committed	149,791	94,667	29,486	9,282	-	16,356	H&T
B/C.3.007	King's Dyke		-	Committed	33,500	8,000	-	19,902	-	5,598	H&T
B/C.3.008	Wisbech Town Centre Access Study		-	Committed	10,500	10,500	-	-	-	-	H&T
B/C.3.009	Wheatsheaf Crossroads		-	2021-22	6,795	-	500	-	-	6,295	H&T
B/C.3.010	St Neots Future High Street Fund		-	2021-22	8,522	-	-	8,522	-	-	H&T
B/C.3.011	March Future High Street Fund		-	2021-22	6,023	-	-	6,023	-	-	H&T
Total - Highways & Transport			-		298,253	162,483	30,986	49,673	-	55,111	
B/C.04	Planning Growth and Environment										
B/C.4.002	Waste – Household Recycling Centre (HRC) Improvements	B/R.4.014	-	Committed	6,634	-	550	-	-	6,084	E&GI
B/C.4.003	Waterbeach Waste Treatment Facilities		-	2021-22	12,000	-	-	-	-	12,000	E&GI
Total - Planning Growth and Environment			-		18,634	-	550	-	-	18,084	
B/C.05	Climate Change & Energy Service										
B/C.5.013	Swaffham Prior Community Heat Scheme	C/R.7.110	-31,356	Committed	13,522	3,520	-	-	-	10,002	E&GI
B/C.5.014	Smart Energy Grid Demonstrator scheme at the St Ives Park and Ride	C/R.7.106	-1,254	Committed	4,321	1,608	-	-	-	2,713	E&GI
B/C.5.015	Babraham Smart Energy Grid	C/R.7.107	-4,805	Committed	6,187	-	-	-	-	6,187	E&GI
B/C.5.016	Trumpington Smart Energy Grid		-7,001	Committed	6,970	-	-	-	-	6,970	E&GI
B/C.5.017	Stanground Closed Landfill Energy Project	C/R.7.108	-8,898	Committed	8,266	-	-	-	-	8,266	E&GI
B/C.5.018	Woodston Closed Landfill Energy Project		-8,816	Committed	2,526	-	-	-	-	2,526	E&GI
B/C.5.019	North Angle Solar Farm, Soham	C/R.7.109	-39,988	Committed	24,444	-	-	-	-	24,444	E&GI
B/C.5.020	Fordham Renewable Energy Network Demonstrator		-	Committed	635	-	-	-	-	635	E&GI
B/C.5.021	Decarbonisation Fund		-	Committed	15,000	2,500	-	-	-	12,500	E&GI
B/C.5.022	Electric Vehicle chargers		-	Committed	200	-	-	-	-	200	E&GI
B/C.5.023	Oil Dependency Fund		-	Committed	500	-	-	-	-	500	E&GI
B/C.5.024	Climate Action Fund		-	Committed	300	-	-	-	-	300	E&GI
Total - Climate Change & Energy Service			-102,118		82,871	7,628	-	-	-	75,243	
B/C.06	Connecting Cambridgeshire										
B/C.6.001	Investment in Connecting Cambridgeshire		-	Committed	24,337	8,750	-	6,499	-	9,088	E&GI
B/C.6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity		-	Committed	17,125	9,325	-	6,700	-	1,100	E&GI
B/C.6.003	Investment in Connecting Cambridgeshire - Mobile Connectivity		-	Committed	485	485	-	-	-	-	E&GI
B/C.6.004	Investment in Connecting Cambridgeshire - Public Access WiFi		-	Committed	705	705	-	-	-	-	E&GI
B/C.6.005	Investment in Connecting Cambridgeshire - Smart Work Streams		-	Committed	2,013	2,013	-	-	-	-	E&GI

Section 3 - B: Place and Economy

Table 5: Capital Programme - Funding

Budget Period: 2022-23 to 2031-32

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	
B/C.6.006	Investment in Connecting Cambridgeshire - Programme Delivery			- Committed	3,350	385	-	2,365	-	600	E&GI
	Total - Connecting Cambridgeshire		-		48,015	21,663	-	15,564	-	10,788	
B/C.07	Capital Programme Variation										
B/C.7.001	Variation Budget			- Ongoing	-41,003	-11,757	-2,284	-3,278	-	-23,684	E&GI, H&T
B/C.7.002	Capitalisation of Interest Costs			- Committed	3,520	-	-	-	-	3,520	E&GI, H&T
	Total - Capital Programme Variation		-		-37,483	-11,757	-2,284	-3,278	-	-20,164	
	TOTAL BUDGET				523,348	262,840	30,782	65,539	-	164,187	

Active Travel Schemes Tranche 1 Experimental Traffic Orders: Cambridge, Ely and Histon

To: Highways and Transport Committee

Meeting Date: 4th November, 2021

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): Ely South
Histon and Impington
Cambridge: Castle, Newnham, Petersfield, Queen Edith's,
Trumpington

Key decision: No

Forward Plan ref: Not applicable

Outcome: To:

- a) Consider recommendations from the Greater Cambridge Partnership (GCP) concerning the various motorised vehicle road closures that it has implemented in support of the Emergency Active Travel programme.
- b) Determine objections received to Experimental Traffic Orders introduced as part of the Emergency Active Travel programme that, on a trial basis, have applied:
 - parking prohibitions on parts of Station Road, Ely;
 - a one-way traffic flow in Bell Hill, Histon.
 - motorised vehicle road closures in various streets in Cambridge.

Recommendation: The Committee is recommended to:

Station Road, Ely

- a) Determine the objections without holding a public inquiry and approve the making of an order to make permanent the experimental prohibition of parking and inform the objectors accordingly;

Bell Hill, Histon

- b) Determine the objections without holding a public inquiry and approve the making of an order to make permanent the

experimental one-way system and inform the objectors accordingly;

Cambridge

- c) Determine the objections without holding a public inquiry and approve making orders to make permanent all of the Cambridge schemes and inform the objectors accordingly;
- d) Support further work with the GCP to:
 - i. explore the need for further experimental measures in the Carlyle Road area to reduce motorised through traffic movements in neighbouring streets in the area and to improve safety at the zebra crossing on Chesterton Road through funding made available by the GCP for implementation;
 - ii. improve the operation of the traffic signals at the Long Road/Hills Road and Addenbrooke's roundabout junctions to mitigate the effects on Long Road;
 - iii. monitor, over the longer term, the situation in Long Road;
 - iv. review the location of the closure point in Panton Street in the Newtown area in association with the highway improvements planned by the County Council in Saxon Street;
 - v. explore changes to parking arrangements in Trumpington Road to provide more opportunities for school drop off and pick up for schools in the Newtown area;
 - vi. review highway signs in the Newtown area;
 - vii. to consider how bus service improvements can best support access to the cluster of schools and colleges along the Trumpington Road/Hills Road corridors;
 - viii. consider mitigation measures for Queen Edith's Way; and
 - ix. design and implement permanent layouts for the various road closure points with the GCP providing funding.

Officer contact:

Name: Brian Stinton
Post: Team Leader, Highways Infrastructure Projects
Email: Brian.Stinton@cambridgeshire.gov.uk
Tel: 01223 728330

Member contacts:

Names: Cllr Peter McDonald / Cllr Gerri Bird
Post: Chair/Vice-Chair of Highways & Transport Committee
Email: peter.mcdonald@cambridgeshire.gov.uk gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 In response to the Covid-19 pandemic, on the 9th of May 2020, the Government announced that an Emergency Active Travel Fund (EATF) of £250M was being made available for authorities in England. This fund would be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions and cycle and bus-only corridors to enable a greener recovery from the pandemic.
- 1.2 Suggestions for schemes that complied with Government requirements were sought and a range of ideas were put forward by County, City and District officers and Members. Amongst the schemes suggested were measures to improve conditions for cycling and walking in various streets in Cambridge, in Station Road, Ely and in Bell Hill and Winder's Lane, Histon.
- 1.3 The GCP supported the County Council as Highway Authority, in identifying and delivering some measures in the Cambridge area to create more space for pedestrians and cyclists. The aim was to support the creation of a network of safe routes on key corridors to encourage walking and cycling within Cambridge and nearby towns and villages. At its meeting on 25th June, the GCP Executive Board approved funding for the measures put forward to the County Council, noting that they that could offer longer-term benefits in supporting and safeguarding walking and cycling during the pandemic and into the future.
- 1.4 Whilst the GCP has delivered and funded various schemes in Cambridge, the experimental traffic orders necessary for scheme implementation have been made by the County Council, as the Highway Authority and consequently the determination of statutory objections to these traffic orders also rests with the County Council.
- 1.5 Given the need to implement the schemes at the earliest opportunity, the schemes were introduced using Experimental Traffic Orders (ETO) in keeping with Government guidance. Such orders are made using powers under the Road Traffic Regulation Act 1984. ETOs can impose restrictions on the use of the highway or on users of the highway for up to a maximum of 18 months, during which time the effects are monitored before a decision is taken on whether to make permanent orders. Unlike a permanent traffic regulation order (TRO), where objections are invited and determined before the introduction of a restriction, with a ETO limited consultation is undertaken prior to its introduction and formal objections can be lodged within the first 6 months after bringing the order into operation, allowing representations and objections to be expressed based on first-hand experience. Formal objections to an ETO must be made in writing, stating the grounds for objection.
- 1.6 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 define the order making process which requires, prior to implementation of an order, the publication of a public notice and a Statement of Reasons. Whilst Government made some modifications to this legislation in respect of the publication of public notices, to expedite the process, the fundamental requirements remained unchanged.

2. Main Issues

Station Road, Ely

- 2.1 The Cambridgeshire County Council (Station Road, Ely) (Prohibition Of Waiting) Experimental Order 2020 came into operation on 19th October 2020. The order removed a length of kerbside parking, which narrowed the road for cyclists heading towards the station from Ely City centre. The scheme included a cycle lane segregated, for the experimental period, by temporary barriers. Further consultation with local members and residents was undertaken in March 2021 regarding making permanent the parking restrictions and installing a cycle lane. The Area of parking removed is shown on the plan in Appendix 1.
- 2.2 There were three objections to the removal of the car parking and four responses in favour of making the ETO permanent, including the Ely Cycling Campaign. The responses are set out in full in Appendix 2.
- 2.3 All of the objectors were concerned about the impact on parking availability for delivery vehicles and trades people and some of them highlighted the resulting danger of such vehicles causing an obstruction and making the area more dangerous for other users. There was also concern that as people returned to rail travel the problem of commuters parking in the area would make parking for residents more difficult as commuters used the parking in question due to the lack of enforcement of the short stay restriction.
- 2.4 Those in support of making the parking removal permanent felt that the parking made cycling down Station Road more dangerous for people cycling. There was some concern from the Ely Cycling Campaign that when the temporary barriers were removed people would park on the double yellow lines.
- 2.5 The location of the parking bays on Station Road where the road narrows meant that the advisory cycle lane ended abruptly and required people cycling down towards the station to move further out into the carriageway putting them at risk of collision with vehicular traffic.
- 2.6 Whilst it is acknowledged that the loss of short stay parking at this location will make some deliveries and visits to the area more inconvenient it is felt that the improvement to the safety of more vulnerable road users is a more important consideration and that making the removal of this car parking permanent supports the local and national aim of encouraging active travel.
- 2.7 A cycle lane simply marked on the road is considered to improve conditions for cyclists, but these would be further enhanced with physical segregation. Officers will work with stakeholders in the design of the cycle lane to reduce the danger of illegal parking with the use of permanent physical segregation of the cycle lane using wands (shorter reflective posts) or similar physical segregation.

Bell Hill & Winders Lane, Histon

- 2.8 Bell Hill is located in northern part of Histon, where it links two main village roads, the C204 and C205 (in both instances their names vary across their lengths). The Cambridgeshire

County Council (Bell Hill & Winders Lane, Histon) (One-Way Traffic) Experimental Order 2020 came into operation on 10th August 2020. The effect of the order implemented makes Bell Hill, one-way in a south-westerly direction, except for cycles. The restriction is shown on the plan in Appendix 3.

- 2.9 The making of the ETO was advertised in the Cambridge News on the 29th July 2020 with the effects of the Order set to come into operation on the 10th August 2020. In the interest of ensuring residents were notified, letters were sent to all Bell Hill properties on the 29th July 2020 and in each instance (both letters and public notices) the public were asked to submit their representations by the 10th February 2021.
- 2.10 The statutory consultation resulted in 15 representations, 7 of which supported the making of a permanent Order and 8 requested that the change be reversed. All representations, as well as the respective officer comments, are included in the table in Appendix 4. In the interest of data protection and ensuring the report is succinct all representations have been redacted and, where necessary, summarised.
- 2.11 Bell Hill is a narrow village street with no pedestrian footways and is used for local parking. Making it one-way has increased the space available for pedestrians making it a more attractive route for walking and cycling. North-east bound traffic will be displaced onto an alternative route which is arguably better suited to motorised traffic.
- 2.12 The one-way street was introduced using temporary barriers and signs. It is not practicable to retain the temporary measures should the order be made permanent and permanent works will be required. A design for the permanent scheme will be developed in discussion with Local Members and stakeholders.

Cambridge schemes

- 2.13 As outlined in paragraphs 1.3 and 1.4, the GCP Executive Board approved funding for the measures put forward to the County Council at its meeting on 25th June 2020, noting that they that could offer longer-term benefits in supporting and safeguarding walking and cycling now and in the future. Of the 12 schemes put forward, following initial engagement with directly affected key stakeholders and local councillors, a first tranche of six schemes were committed for implementation on a trial basis. The six schemes are:

Carlyle Road	Point road closures with access restricted to pedal cycles only
Luard Road	
Nightingale Avenue	
Newtown Area	<p><u>Phase 1 (August 2020)</u> Point road closures with access restricted to pedal cycles only in Bateman Street (west of Panton Street), Coronation Street (west of Panton Street) and Pemberton Terrace (west of Panton Street)</p> <p><u>Phase 2 (January 2021)</u> Point road closure with access restricted to pedal cycles only in Panton Street mid-way between Union Road and Saxon Street Existing one-way flow for motor vehicles reversed in Norwich Street to operate in an eastbound direction (Panton Street towards Hills Road) with two-way cycle movements retained</p>

Storey's Way	Conversion of existing width restriction to a point road closure with access restricted to pedal cycles only
Silver Street	Existing part day bus gate restriction extended to operate 24 hours a day, 7 days a week

- 2.14 On the 9th and 30th of September 2021, reports were submitted to the GCP Joint Assembly and to the Executive Board respectively, setting out details of the development, implementation, engagement and consultation and monitoring for all six schemes along with an officer assessment of each scheme. The GCP report references various background documents including an analysis of public consultation and statutory objections, an overarching Equality Impact Assessment (EIA) covering all the emergency active travel schemes, a report on monitoring data and a paper reviewing similar schemes implemented in the UK. Links to these documents and to the GCP reports and minutes are available in Source Document section of this report.
- 2.15 In summary the objections to the six schemes related to the displacement of traffic and other associated problems such as inconvenience/increased journey times and mileage, accessibility, safety and air quality onto other routes.
- 2.16 This process culminated in the Executive Board approving various recommendations to this Committee on the future of the experimental schemes and on further joint work on other measures considered necessary to help mitigate their effects. The GCP has offered funding to allow for the delivery of these recommendations. Whilst the GCP recommendations are not binding on this Committee, the officer advice is that they should be supported.

General

- 2.17 The Government's ambition to secure a green legacy as the country builds back from the pandemic was supported by 'Gear Change': a bold vision for cycling and walking, published in July 2020. The vision states that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. This ambition is strengthened by the promise of an updated Cycling and Walking Investment Strategy and commitment for further funding for sustainable travel initiatives.
- 2.18 Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) and County Council transport strategies support the importance of sustainable travel in reducing congestion, improve air quality and tackle issues of climate change. Active travel also provides significant health and wellbeing benefit.
- 2.19 The initial rationale for introducing the both restrictions using the EATF, was based around the Covid-19 emergency. Specifically, it was hoped that the restriction would afford more space for pedestrians, to aid social distancing and encourage cycling, whilst minimising the chance of vehicle /pedestrian conflict. Whilst the situation regarding the Covid-19 emergency has since changed, the rational in terms of benefiting means of active travel remain relatively unaltered.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
There are no significant implications to this priority.
- 3.2 A good quality of life for everyone
There are no significant implications for this priority.
- 3.3 Helping our children learn, develop and live life to the full
There are no significant implications for this priority.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
There are no significant implications for this priority.
- 3.5 Protecting and caring for those who need us
There are no significant implications for this priority.

4. Significant Implications

- 4.1 Resource Implications
The necessary staff resources and funding have been secured through the Emergency Active Travel Fund and by the GCP.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
The work has been procured using the County Councils Term Service Contract for highway works.
- 4.3 Statutory, Legal and Risk Implications
The Traffic Orders Procedures Regulations contains provision for the validity of the order to be challenged in the High Court. Risk of such a challenge is considered to be low.
- 4.4 Equality and Diversity Implications
The report above sets out details of implications in paragraph 2.14
- 4.5 Engagement and Communications Implications
The following bullet points set out details of significant implications identified by officers:
- The statutory consultees have been engaged, including the County, City and District Councillors, the Police and the emergency Services. The Police offered no objections and no comments were received from the other emergency services.
 - Notices were placed in the local press and displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing online at <http://bit.ly/cambridgeshiretro>
- 4.6 Localism and Local Member Involvement
The following bullet points set out details of significant implications identified by officers:
- County Councillor (at the time) for Ely South and District Councillor, Cllr Anna Bailey, Cllr Piers Coutts, and District Councillors Cllr Lis Every, Cllr Paola Trimaro, Cllr Sue

Austen, Cllr Whelan and Cllr Downing were consulted though no comments were received.

- County Councillor for Histon(at the time): Cllr David Jenkins, and District Councillors: Cllr Martin Cahn, Cllr Pippa Heylings and Cllr Steve Hunt were consulted, though no comments were received.
- Considering the County Council elections in May of this year, newly elected Cllr Ros Hathorn was retrospectively consulted. In response, the local member offered full support for the measure on Bell Hill being made permanent – considering the points made in their response, a copy of it can be found at the bottom of the table in Appendix 4.
- Details of the consultation on the Cambridge schemes are given in the consultation report appended to the report to the GCP Executive Board.

4.7 Public Health Implications

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

- Active travel can contribute to a healthier lifestyle with associated health benefits
- Making Active travel safer can encourage younger people to adopt life-long healthy travel habits.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

neutral Status:

Explanation: No impact on Council buildings from the proposal

4.8.2 Implication 2: Low carbon transport.

Positive Status

Explanation: Making cycling and walking more attractive reduces reliance on private motorised transport

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

Neutral status:

Explanation: No significant impact on green spaces

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral/Status:

Explanation: No impact on waste generation or disposal results from the proposal

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: No impact on flooding, water use or drainage results from the proposal

4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: Encouraging cycling and walking in preference to car-borne travel could reduce vehicle emissions

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 impacts from the proposal

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 CCC Head of Procurement? Yes

Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Elsa Evans

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

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

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

Name of Officer: Iain Green

5. Source documents

Traffic orders

- 5.1 Copies of written representations (redacted) received during the consultation period.
Copies of experimental traffic regulation orders
Copies of traffic order documents (public notice, site notice, statement of reasons)

Available upon request from the Policy & Regulation team

policyandregulation@cambridgeshire.gov.uk

Cambridge schemes

GCP Joint Assembly meeting on 9 th September 2021: agenda and minutes	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
GCP Executive Board meeting on 30 th September 2021: agenda and minutes	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)

Consultation analysis report	https://www.greatercambridge.org.uk/asset-library/ETRO-consultation-analysis-report.pdf
Statutory objections (redacted)	https://www.greatercambridge.org.uk/asset-library/City-Access/Covid-19-response-Experimental-TROs/ETRO-consultation-responses/SUMMARY-OF-ETRO-GROUNDS-FOR-OBJECTION.pdf
Updated Active Travel Fund overarching EIA	https://www.greatercambridge.org.uk/asset-library/EATF-overarching-EIA.pdf
Monitoring report	https://www.greatercambridge.org.uk/asset-library/ETRO-monitoring-report.pdf
Review of mode shift outcomes from Low Traffic Neighbourhood schemes	https://www.greatercambridge.org.uk/asset-library/Mode-shift-evidence-from-LTN-schemes-280621v2.0.pdf
Long Road data used to assess the impact of Luard Road closure	https://freeurlshortener.net/eNt



POTTER'S LANE

STATION ROAD

CASTLEHYTHE

ANNESDALE

Sta

PH

Key

- Proposed one-way with flow cycleway shown in red for clarity, surface colour to remain as existing.
- Existing half of carriageway shown in grey for clarity.
- Proposed widths.
- Existing trees.
- Proposed sign.
- Proposed barrier segregation.
- Proposed reflective road studs.
- Proposed Road Markings.
- Existing Road Markings to be removed.

Notes

Disclaimers

- Do not scale from this drawing.
- Site verify all dimensions prior to construction.
- Report all discrepancies to the Drawing Originator immediately.
- This drawing is to be read in conjunction with all relevant documents and drawings.

Residual Risk Assessment
Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol.



SIGNIFICANT CDM HEALTH & SAFETY RISKS

-

P01	08/2020	FIRST ISSUE FOR INFORMATION	CM	RLB
-----	---------	-----------------------------	----	-----

Rev	Date	Description	Dm	Chkd	App
-----	------	-------------	----	------	-----

Revisions

Drawing Originator

Cambridgeshire Highways



Unit 1A, Vantage House
Washingley Road
Huntington
PE29 6SR
Email: Cambridgeshirehighways@Skanska.co.uk

Drawing Status

PRELIMINARY DESIGN

Project Name

POP-UP CYCLEWAYS

STATION ROAD

Title

GENERAL ARRANGEMENT

(SHEET 1 OF 1)

DRAFT

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:200	CM	RLB	
Drawn Date	Checked Date	Approved Date		
08/2020	08/2020			

Drawing Number	Status	Rev
----------------	--------	-----

5020381/SKA/HSK/ESR/DR/CH/0001	S0	P01
--------------------------------	----	-----

Objections:		
	Comments	Officer's Comments
1.	<p>Thank you for the recent notification regarding the removal of car parking and installation of cycle lane in Station Road, Ely.</p> <p>You mention the lack of feed back; this could probably be due to the difficulty, until now, of finding the appropriate address to submit comments.</p> <p>It would be a challenge to call this provision of a cycle lane a success. The use of this facility was minimal, even at possible traffic times. Most people were abiding by the government request to stay at home. It was also little used by leisure cyclists.</p> <p>The loss of an important short stay parking area has had greater impact. This is a residential area with virtually no off road parking so this parking area is (was) particularly well used by visiting trades people, electricians, plumbers, care staff, and now delivery vans.</p> <p>The lack of parking encourages these persons to pavement park on double yellow lines which in itself is an increased hazard for cyclists travelling uphill from the station (The cycle lane I believe is a one direction facility towards the station). The impatience of car drivers encourages them to pull out further to pass as cyclists avoid the pavement obstructions. This in turn pushes them closer to on coming cyclists who could be coming down the hill. It is not a very wide road space. It is a particular hazard during the short days of the winter season Whilst I admire the encouragement of less vehicular activity on the roads and see that it should be safe for cyclists, this particular scheme, although simple to implement, has as many drawbacks as advantages.</p> <p>Nearby street parking in Potters Lane and Dovehouse Close has recently been reduced making the access to possible parking for anyone in this area even more difficult.</p> <p>Before this is made a permanent change it needs a trial of use under non-covid restrictions. It also needs to be done without the cones to give a proper perspective as to whether the cyclists actually use it. Under the present set up it would seem to be too narrow as most cyclists who travel at speed down here avoid using the lane.</p> <p>As my kitchen window has a direct view of this cycle way and I spend a great deal of time in the kitchen I think I have had ample time to study it's use.</p>	<p>As usage of the station increases the number of people cycling to the station will increase. The location of the parking necessitated a gap in the cycle path with people needing to pull out into the traffic which is a difficult and unsafe manoeuvre.</p> <p>The police can be asked to monitor this area to reduce illegal parking.</p> <p>Other solutions with lighter segregation will be considered such as wands (short reflective posts) which allow for a greater width of cycle lane.</p>
2.	<p>Given that we live adjacent to the installation we feel we are in an ideal position to comment on this. Since the installation, it has been noticeable how</p>	

	<p>many cyclists do NOT use the cycle lane. Due to the original signage stating 'social distance measures' it has been frequently used by pedestrians as an extension of the footpath!! The plastic barrier has been an 'eyesaw' and it is noisy when it has been raining, also it has made crossing the road a challenge.</p> <p>If the cycle lane is supposed to encourage 'active travel'. The main users appear to be commuters going to the railway station, who use the road rather than the cycle lane as it is easier for them to turn right into the railway station.</p> <p>Having lost the parking spaces, it is now extremely dangerous when courier vans stop to deliver parcels as they are now blocking the main highway, also it is hard for residents to unload shopping etc. The impact of a permanent cycle lane will surely in time lead to an accident.</p> <p>We feel that consideration for local residents should be made, with regard to speed humps or chicanes in this area as speed is a big issue, at times merely crossing the road is dangerous. I would invite any 'speed trap' to this area, as it would reinforce our point and surely a reduction of speed for all traffic would increase safety for cyclists and pedestrians alike.</p> <p>In summary, we feel that changing a small section of parking into a cycle lane is not a solution to this problem.</p>	<p>The barriers will be removed and we will work with stakeholders to design a permanent scheme which facilitates the right turn whilst providing a safe route and is much more permeable for people crossing.</p> <p>The police can be asked to monitor this area to reduce illegal parking.</p> <p>Unfortunately funding is unlikely to be sufficient to include any additional traffic calming but measures can be looked into via a future LHI or PFHI application or as part of future improvements to the cycle route if funding becomes available.</p>
3.	<p>Further to your letter dated 22/02/2021 requesting feedback on the temporary cycle lane (closing date 09 April 2021), we fully support the principles of increasing sustainable travel such as cycling and making it safer. We would also like to see far fewer cars in Ely. However, we believe that if the temporary cycle lane scheme is to be made permanent this needs to be done as part of a holistic plan to simultaneously address the heavy traffic and tailbacks, current commuter parking patterns and leisure related parking which affects the genuine parking needs of local residents. In the absence of such a commitment we wish to OBJECT to the proposed permanent removal of car parking & installation of cycle lane on Station Road, Ely for the following reasons:</p> <ol style="list-style-type: none"> 1) Extremely low utilisation of marked off cycle lane. – Very few cyclists are seen to be using the marked off and barriered off cycle lane. The cycle lane was instigated during the coronavirus pandemic when there was a significant drop in traffic generally to the railway 	<p>The temporary barriers will be replaced with lighter segregation to provide a wider cycle lane which is easier to use, particularly for those turning right.</p>

	<p>station so it is impossible to ascertain whether the cycle lane is meeting its objectives.</p> <p>2) Bus stop – There was a bus stop on Station Road in the middle of the proposed cycle lane. This was a well-used bus stop and its loss will be a deterrent to people in the vicinity using public transport.</p> <p>3) The biggest concern is the loss of safe short term parking spaces in the absence of any plan to address the long term and well-known parking issues in the area:</p> <p>a) Due to the loss of the temporary parking spaces on Station Rd, drivers making deliveries to the houses in Station Rd, Annesdale and Castlehythe are having to stop either on the existing double yellow lines on the South side of Station Rd or across the entrance to the lane leading to St.Peter's Garage or the rear of St.Peter's Church or the adjacent houses on Broad St. In both cases an obstruction is being caused to other traffic that previously did not exist.</p> <p>b) Previous to the COVID lockdown and people being encouraged to work from home, all the non-time restricted parking spaces in Station Rd, Annesdale and Castlehythe would have generally been occupied by commuters and other rail users who were choosing to avoid the parking charges made at</p>	<p>There is no bus stop on this section of Station Rd.</p> <p>The police can be asked to monitor this area to reduce illegal parking.</p> <p>A residential car parking scheme could be a solution to this issue and one that residents may want to take up with local members.</p>
--	---	--

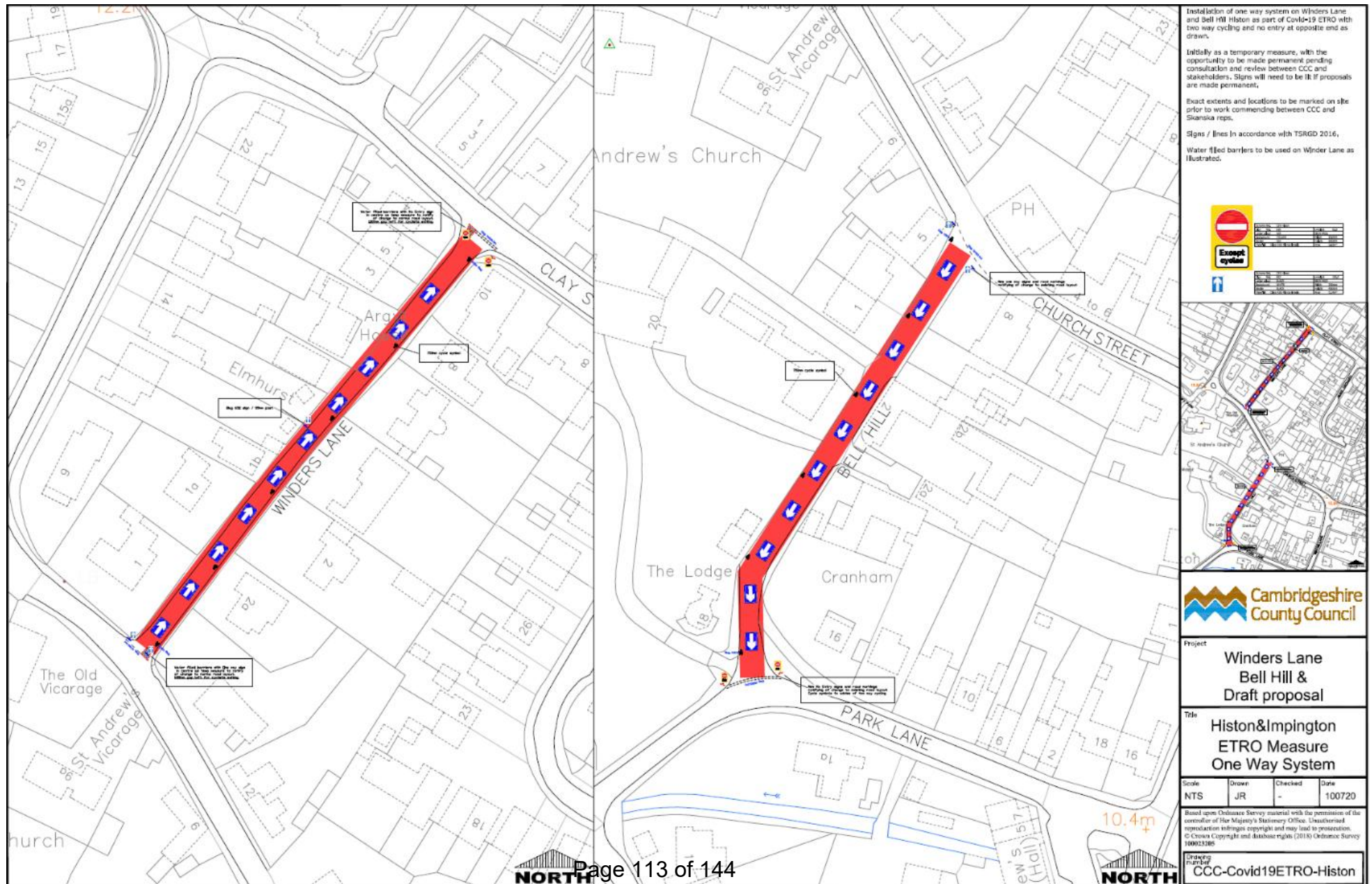
	<p>the station or at the Angel Drove or Dock public car parks. Whilst most cars are parked only for the day, many spaces are also used by people travelling by rail to Stanstead airport and then flying out of the country meaning their cars can be parked for a week or more. This meant that the time restricted spaces on Station Rd, were essential to trades people or healthcare professionals visiting properties in the adjacent streets. It is important to note that there are significant numbers of older people (70 years+) living in this area who require outside assistance on a regular basis to maintain their health, wellbeing and independence in their chosen home. Their needs must not be overlooked.</p> <p>c) In addition, all the non-time restricted parking spaces in the area are heavily used at weekends and in the evenings by people visiting the riverside area, including the pub and restaurant who have insufficient or non-existent parking for their clientele.</p>	
Responses in support:		
Ely Cycling Campaign	<p>Ely Cycling Campaign (ECC) welcomes the removal of parking and the painting of double yellow lines on Station Road, adjacent to Castlehythe. We are very keen for the double yellow lines to stay but we are concerned about the lack of enforcement of parking restrictions in East Cambridgeshire.</p>	<p>We will work with stakeholders such as the campaign to consider options including light segregation and to ensure a safe tie-in with the Broad St junction improvement scheme.</p>

	<p>Regarding cycle lanes in this area, ECC thinks that the options are complicated. For instance, we believe that the existing cycle lane at the foot of Back Hill funnels cyclists into a zone where motorists fail to look and thereby contributes to the collision hotspot at the Broad Street junction. The same could apply to a permanent cycle lane in proximity to Annesdale.</p> <p>We don't understand how a new advisory cycle lane along Station Road could comply with LTN 1/20 (eg Section 4.4). Segregation of cyclists from motorists on Station Road could create a significant disincentive to parking on this stretch of road -see the above comment on lack of enforcement. Certainly, the temporary barriers here have put a stop to parking. Installing a new cycle lane in this area is complicated and we suggest that ECC be consulted in working up a proposal.</p> <p>You ask about signage. Signage may have helped with the unfamiliar appearance of the temporary lane. The layout could have been misinterpreted as a widening of the footway. However, ECC recommends signage for any permanent cycle lane be decided on highway design principles.</p>	
Residents:		
1.	<p>I support the plan to create a no parking zone as detailed in PRO662. As a regular user of this road, cycling down it was hazardous. The cycle lane at the junction of broad street was usually compromised by cars nudging out into the road. Coming down the hill, cyclists have more momentum and usually cars behind are then trying to zip past just as you are compressed onto the road where the cars used to be parked. Add rain, darkness or ice into the mix and it was not a comfortable experience.</p> <p>The permanent establishment of a parking free zone will allow safer navigation of this area for everyone using this route to cycle to the station.</p>	
2.	<p>I frequently cycle along the piece of road in question. Apart from it being incredibly poorly maintained with potholes galore it used to be made more dangerous with parked cars in Station Road. It is a good idea to make this area no parking at any time as there is plenty of other parking in the vicinity for both the station and Ely centre.</p> <p>If the council could improve the junction between Back Hill/Station Road and Broad Street for cyclists that would be even better. I know a number of cyclists who have been knocked off when approaching from Back Hill by drivers pulling out of Broad Street</p>	There is currently a safety improvement scheme being implemented at the Broad Street junction.
3.	<p>I am very pleased that the cycle lane has been put in on Station Road; however, I'd like to request that the cat's eyes at the bottom are removed.</p>	The studs will be removed

	<p>I cycle my son to nursery every day down this road and to do that I need to turn right at the roundabout onto Angel Drove. The cycle lane is currently designed only for people travelling directly to the train station since the cat's eyes make it very difficult for a bike to turn right to exit the lane (catching one of the cat's eyes with a bike wheel risks it becoming unstable). As a result, I often end up not using the lane when my son is with me as I'm not confident in making the turn safely.</p> <p>It's great that more cycling infrastructure is being put in and planned for the area and it would be even better if anything that is put in is accessible for as many users as possible.</p>	
--	--	--

Winders Lane (Not implemented)

Bell Hill



Appendix 4

No	Comments	Officer's Comments
1	<p>Support</p> <p>Resident proposed the idea of adding double yellow lines (DYLs) to the road as parked cars impede visibility for residents exiting their properties.</p>	<p>DYLs are outside the scope of this project but can be added through a future local highways improvement (LHI) / privately funded highways improvement (PFHI) application – should they be deemed necessary.</p>
2	<p>Objection</p> <p>If you are travelling from Park Lane and wish to head towards Cottenham Road, you now have to negotiate the School Hill junctions, which both have their issues. With the northern junction there is the issue of parked cars, where you often meet cars, that have turned in from Windmill Lane, head on.</p> <p>Then, with the southern junction it's a sharp left turn, where you have to look over your shoulder to see anything coming from Windmill Lane, and larger vehicles find it hard to negotiate without crossing the centreline as they turn.</p> <p>I would suggest that without improvements of the School Hill junctions, the restrictions on Bell Hill should be withdrawn. I say this as I believe it is more dangerous than cars/cycles/pedestrians meeting at Bell Hill.</p> <p>Note, there are also Bus Stops in the vicinity that add to congestion and danger for everyone when busses stop, especially at rush hour.</p>	<p>It is accepted that these junctions have their issues, however, to date there have not been any recorded accidents.</p> <p>Whilst not ideal, any accidents that would occur should be low impact (due to vehicle speeds) vehicle on vehicle collisions whereas, considering Bell Hill has no footway and is popular with pedestrians and cyclists alike, any collision on Bell Hill would likely have more severe consequences.</p> <p>When in use, the bus stops may well add to congestion, however, but this is not necessarily detrimental to safety. It is the driver's responsibility to pass a stopped bus a safe manner. This is common to most on carriageway all bus stops. Forward visibility for drivers in this location is acceptable.</p>
3	<p>Support</p> <p>Whilst (in normal times) traffic is unduly heavy and sometimes dangerously fast in this road and in principle I support any measures to ease that situation, there are two issues that need to be addressed if a one-way system is instigated:</p> <ol style="list-style-type: none"> 1. Some residents, in exiting their drives in vehicles, are only able to turn in one direction only due to vehicles parking close to their drives in Bell Hill and the restricted width of Bell Hill. This direction varies. 	<p>To mitigate any issues with exiting their drives, residents should (where possible) reverse onto their driveways. Should they still experience problems, the installation of DYLs can be looked into, however, this would have to be raised with the Parish Council.</p>

	<p>2. One-way systems can encourage drivers to speed if they know that there will be no traffic coming in the opposite direction. It is possible that this may exacerbate the current speeding problem unless appropriate speed reduction measures are also included.</p>	<p>Approved funding is sufficient for the one-way restriction only. The situation will however be monitored, and traffic calming measures can be looked into via a future LHI or PFHI application (if deemed necessary).</p>
4	<p>Support</p> <p>I am glad to hear that the trial one-way system is going ahead in Bell Hill. That said, I see first-hand how some vehicles swing down very quickly, and will take advantage of the clear run if there are no speed calmers in place, I feel a narrowing at some point would be absolutely essential for the road to be safe, especially for cyclists.</p>	<p>Upon making the restriction permanent, the signing and lining will be altered to befit such a restriction. Features, such as the water filled barriers will also be removed and a more permanent arrangement will be implemented. That said, the area will continue to be monitored and further improvements can be looked at via a future LHI or PFHI scheme.</p>
5	<p>Objection</p> <p>I think the one-way system is not a good idea, it will push more traffic round into the village, around the tight bends and is a crazy idea. Simplest idea is to allow no parking down there, quite simple, yellow lines both sides, all houses have/can make off road parking easily</p>	<p>Bell Hill is an historic village street, more suited to non-motorised use. Additionally, whilst DYLS would aid two-way vehicular traffic, it would likely also have the undesired effect of increasing the speed of vehicles, without affording pedestrians any additional space. With the street operating one-way, pedestrians are need only to expect vehicular traffic to come from one direction and there is increased space for all road users to pass one another.</p>
6	<p>Objection</p> <p>This will cause even more chaos at the School Hill Rd junction, which requires all traffic to give way to motorists & cyclists continuing along High St & up Windmill Ln. This junction is very busy & as a local resident I confirm its the scene if many accidents, or near misses. It's also the site of Bus Stops in both directions, a busy Cafe in St Andrew's Centre, & pavements have been lowered for the general public to cross the busy roads at this junction. Several hundred of additional vehicles daily of all sizes will further endanger the public in my opinion.</p>	<p>Whilst the restrictions may have resulted in an increase in volume of traffic at the School Hill junctions, the benefit to the safety of pedestrians and cyclists using Bell Hill cannot be ignored. There are no recorded accidents at the School Hill junctions .</p>

	<p>Bell Hill, I know is narrow, & lacks a pavement, but it's a valued access for traffic traveling in both directions. There is a relatively safe access onto Church Street for cars as traffic can be seen from both directions. It's of huge benefit to reduce the traffic at the School Hill junction.</p>	
7	<p>Objection</p> <p>I should like to raise my objections in the strongest terms for the following reasons:</p> <ul style="list-style-type: none"> • I have walked, cycled (everyday) and driven up and down this road for 7 years without any problem whatsoever. • Cars will travel faster along the road. • Cycles will feel intimidated going the wrong way (despite being allowed to do so) • More vehicles sent past 16, 18 School Hill (currently very quiet) • Inconvenient for residents of Bell Hill • More street furniture • Unnecessary use of public funds; 	<p>Whilst the objector may have had no issues with negotiating Bell Hill, as a pedestrian/cyclist/driver, this view is not shared with all users.</p> <p>The one-way restriction seeks to address this by affording more space to pedestrians/cyclists, as well as the knowledge that vehicles can only come from the one direction.</p> <p>Signs indicate cyclists riding in the opposite direction and should help to alleviate any speeding concerns. The volume of traffic should remain relatively low, however, the situation will continue to be monitored and additional measures will be sought, should they be deemed necessary.</p>
8	<p>Objection</p> <p>"Another example of wasting taxpayers money! The reasons stated in your Statement of Reasons, are in my opinion spurious and stretch credibility.</p> <p>The nature of Bell Hill is that it has 'natural restrictions' i.e. it is narrow and cars routinely park on one side etc.</p> <p>The 'natural restrictions' actually assist social distancing, where my family and I have routinely walked in single file, without issue, for many years.</p> <p>If this scheme is implemented, motorists will be faced with a much more dangerous route to access the north of the village i.e. when coming into Histon from Park Lane, motorists will have to negotiate the sharp left turn into windmill Lane, adjacent to the School Hill Triangle."</p>	<p>Whilst the original statement of reasons were written with social distancing in mind, the situation has since progressed. Central Government is keen to promote the uptake of active travel i.e. increase of pedestrians and cyclists. This is one facet of measures which aim to promote Active Travel more widely.</p> <p>The perception of the 'School Hill Triangle' being dangerous is not supported by the accident data. Should there be a noticeable rise in accidents though, additional measures will be sought to rectify the problem.</p>
9	<p>Objection</p>	

	<p>I would like to register my objections to the one-way system on Bell Hill in Histon. This doesn't make sense and pushes additional traffic into the village and outside the St Andrews centre instead of being able to cut the corner. Having it open to bikes in the wrong direction without a designated cycle lane is also an accident waiting to happen. This road has now become much more dangerous than it was originally. This also seems a complete waste of money as it is a relatively low traffic area and was fine as it was. Please return it to how it has always been.</p>	<p>The intention is to install cycle symbols, at regular intervals, on the western side of the Road, however, these would only be installed if the scheme is made permanent. Note, the understanding that cyclists could be coming the other way should help keep vehicle speeds down.</p> <p>If the area is considered a 'relatively low traffic area' then the effect on motorised vehicles should be negligible.</p>
10	<p>Objection</p> <p>I wish to object to the scheme to introduce a one-way restriction on Bell Hill in Histon. I have the following comments, observations and queries.</p> <ol style="list-style-type: none"> 1) Please explain why this has been introduced? 2) Please confirm who decided to introduce this? 3) How much council resource has been used to implement this and how much has the scheme cost? 4) Why have these roads been chosen when there are others in the village near schools where money would be far better spent to improve safety, (e.g. Station Road between the infant and junior schools). 5) Please provide clear evidence proving that this scheme is needed, including affect on: accident rates, pollution reduction, congestion reduction, noise reduction etc. 	<ol style="list-style-type: none"> 1) To provide more road-space for pedestrians / cyclists and making existing routes feel safer for use. 2) The scheme was put forward as part of a wider list by the parish council, this was then reviewed by the county. 3) Resources wise, this has been one of a number of schemes countywide, these have been prioritised at the expense of other work. At this stage the scheme costs are approx. £4k, but these would increase if it was made permanent, to be determined following agreement on design with stakeholders. 4) A scheme for Station Rd has been proposed for Tranche 2 funding, this was one which was considered easier to deliver within provided budgets, and the amount of funding provided by central government for the first tranche of schemes is considerably less than available in tranche 2. 5) The scheme was delivered in very short timescales during the pandemic to meet Government requirements. There was no opportunity to collect base line data. This is a small-scale scheme within a village, Consideration of impact would be proportionate with these factors. Removing Bell Hill as a convenient cut through from Park Lane will reduce the amount of traffic using Bell Hill – therefore less noise /

		<p>pollution along here but this maybe displaced onto the alternative routes, although encouraging walking and cycling may reduce displacement. The accident data for the area shows a limited amount of accidents having occurred.</p>
11	<p>Support</p> <p>Just to say that I am very happy with the one-way system put in place on Bell Hill. It feels so much safer for me cycling up and down it. It was too chaotic and busy when it was two-way plus it helps with the local community accessing the church yard. I think it also helps with social distancing as we're no longer having to navigate cars and bunch up with other people. I do hope it is kept in place!</p>	<p>Noted.</p>
12	<p>Support</p> <p>I would like to express my support for the ETRO on Bell Hill, Histon, however, overall, I feel it is an unambitious change.</p> <p>I believe it would've been better to solve the issue with a complete modal filter, as is the case with many of the ETROs in Cambridge. This would have allowed walking and cycling without any conflict from through drivers. As it is now this is particularly problematic where drivers face contraflow cyclists. A filter could also have been implemented in more attractively way that would be more in keeping with the character of this part of the village.</p> <p>Beyond that if a LTN in the vicinity of Bell Hill was desirable, then the truly effective change would have been to filter the Cottenham Road. This takes a number of through trips between Cottenham and Oakington to avoid the lights at Histon Green. The narrow winding lanes aren't suitable for this traffic; last week a cyclist was hit by a driver on this road. A bus gate, to allow for the City 8 bus route, combined with strategic filters in the Greenleas estate to prevent Waze/Google routing through the residential estate, would genuinely transform this area.</p>	<p>Given the fact that Bell Hill is relatively narrow, a modal filter would not serve as a cure-all, rather it would present alternative issues e.g. delivery vehicles, and other large vehicles (refuse etc) would be forced to reverse back out the road onto the busier Church Street, which would be an unsafe manoeuvre for pedestrians, cyclists and other motorists alike.</p> <p>Whilst the comments made in regards to an LTN (low traffic neighbourhood) are noted, such proposals are outside the scope of the programme approved and are not feasible, given the allocated funds.</p>

	<p>This is particularly important with the opening of Histon and Impington Park Primary school in the new year. A filtered LTN around Cottenham Road would create a far safer environment to bring children to the school by walking or cycling. Keeping the motor-vehicle trips to the main B1049 which has a reasonable segregated cycle route. We must do all we can to support the school in its ambition to have most pupils arrive without car trips.</p>	
13	<p>Support</p> <p>I wanted to email to let you know that Bell Hill in Histon feels safer and much more pleasant now it's one-way. Given that using this road saves just a minute (or less) of drivers' time, I (and neighbours in the area I have spoken with), would really prefer it to stay this way. I have a baby on the way and would feel a bit anxious about having to navigate cars travelling in both directions without a footpath.</p>	<p>Noted.</p>
14	<p>Objection</p> <p>I am writing to ask that Bell Hill in Histon be turned back to two-way traffic.</p> <ol style="list-style-type: none"> 1. Cars now swing into bell hill from church street as they are not expecting any traffic coming the other way. I have had more than one close call on foot and by bike. My son was almost hit by a driver who didn't look down bell hill before turning in. 2. Cars are now racing round the corner of Church St and Windmill Ln to make up for a perceived loss of time using bell hill. This is dangerous and have seen the bus have plenty of close shaves by drivers cutting the corner. In both directions. 3. This additional traffic makes it hard for my two primary school children to cross the road safely to get to and from school. The bend is blind for drivers and pedestrians alike. I have asked numerous times for a mirror to be placed on the lamppost near the 	<p>If the restriction is made permanent then the junction between Church St and Bell Hill will be looked at to address this concern – physical features may help to narrow the access meaning drivers must negotiate the turn at lower speeds and pedestrians/cyclists will in effect be shielded from on-coming vehicles.</p> <p>The situation will be monitored and additional measures will be sought if the issue remains.</p> <p>The Council is not permitted to use mirrors on the public highway other than in extreme circumstances with specific site approval from DfT. Applications are seldom granted as their effectiveness is limited on account of such issues as; distortion, glare from sunlight or headlights can affect a driver's vision; it can be difficult to judge a vehicle's speed, when using one; road users can become over-reliant on them and can in turn ignore the fact that their view/image is limited; mirrors are prone to</p>

	<p>butcher to increase safety but have never ever received a response.</p> <p>4. That plastic barrier is a disgraceful eyesore in the oldest part of the village and a conservation area. Also, the sign at the top of the hill is dangerous as it just appears in the middle of the road. Cycling at night could cause someone to hit it.</p> <p>So, in summary, it seems there has been no increase in cycling or walking and for those that do, it has been made more dangerous using bell hill, especially up the hill.</p> <p>Traffic speeds have increased and crossing Church St has become more dangerous.</p>	<p>vandalism and their alignment/cleanliness are critical to their operation.</p> <p>The barrier is a temporary feature. Should the restriction be made permanent, a more befitting arrangement would be installed with adequate lighting.</p>
15	<p>Support</p> <p>I just wanted to say that I am very happy about the one-way system in place on Bell Hill. I take my children on that road for walks and it's very reassuring to know that there's more space on the road. It seems unnecessary to permit two-way traffic on such a narrow road.</p>	<p>Noted.</p>

Support – Cllr Ros Hathorn

My thoughts are that there was a loud and vocal group of people who objected to the Bell Hill one-way system, as it added a few hundred metres to their journey, but that it was very successful in terms of active travel.

It was notable how few of those who objected support other active travel schemes and generally have strong views that all spaces should be open to cars all the time.

I heard many positive comments about how it's lovely to be able to walk down there, or for families to be able to cycle down there without worrying about traffic coming in the opposite direction. It has given children and young people more independence and parents more confidence about children cycling and walking around the village, it has changed the culture in one small part of the village. Often the people who felt this way and supported the scheme felt that they couldn't speak out about this as their voices were attacked and shouted down - I have been told precisely this from one resident.

I'm sure there have been negative comments from people who are having to drive a few hundred metres further but the objective of these travel schemes was to support people who want to walk, cycle and use active travel and it has been very successful in this. It is also invaluable in creating a culture which does not always defer to car usage to say that this is a space where you can expect people to be walking/cycling.

Since this measure was trialled it has become a more important route for local community usage as since the initial proposal was made the community have acquired a community Nature reserve along Park Lane and the Bell Hill route is a key cut through round the corner from the entrance to this site. The nature reserve does not have parking spaces so supporting community active travel to access this site is important.

I do understand that there may be issues specific to those who live on Bell Hill and I am not in a position to comment on those although I believe there have been some positive comments from residents about the reduction in traffic which I also think is an important consideration. It will have improved their quality of life and made the space they live in feel more relaxing.

I fully support this measure being made permanent,

Traffic Management Update

To: Highways and Transport Committee

Meeting Date: 04 November 2021

From: Steve Cox - Executive Director, Place & Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: The Committee is asked to consider the Traffic Management update provided.

Recommendation: The Committee is asked to note the contents of the update report.

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager
Email: Sonia.Hansen@cambridgeshire.gov.uk
Tel: 07557 812777

Member contacts:

Names: Cllr Peter McDonald / Cllr Gerri Bird
Post: Chair / Vice-Chair
Email: Peter.McDonald@cambridgeshire.gov.uk
gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 Members have asked for an update on a number of traffic management issues, some of which have been the subject of previous reports to committee – Kings Parade (June 2021), Heavy Good Vehicles (December 2020), Civil Parking Enforcement (CPE) specifically the funding from Greater Cambridge Partnership (GCP) for South Cambridgeshire District Council (SCDC) (September 2021). Members have also requested an update on 20mph speed limits and Traffic Management Act Part 6 – moving traffic offences which the Department of Transport have recently asked local authorities if they wish to express an interest in enacting.
- 1.2 This report provides an update on these matters.

2. Kings Parade

- 2.1 Members of the committee were invited to attend a confidential briefing session (in October) with the Counter Terrorism Security Advisor to discuss the detail of the terror threat, risk assessment and the anti-terror plan. Following the briefing the Members present have indicated they would like to look more widely at the terror threat in Cambridge and review potential target locations.
- 2.2 Following the making of the permanent Anti-Terrorism Traffic Regulation Order in June the County Council provided comments to update the existing Service Level Agreement relating to operation of the Kings Parade barrier to the police and this is now with police and the City Council for final sign off.
- 2.3 Discussion has taken place with Cambridge City Council and Cam Cycle regarding the design of any replacement longer term scheme and issues relating to access for cyclists. The Councils have made a commitment to ensure Cam Cycle will continue to be involved in the development of the replacement scheme by the City Council.
- 2.4 Members have been advised that the Anti-Terrorism Traffic Regulation Order now in place was drawn up following consultation with stakeholders and the public by the City Council and statutory consultation for the order process. The current timings of the barrier closure are based on the results of the consultation. The design of any replacement longer term scheme or the width of the gap is not part of the order. The order is simply the legal power for the closure.
- 2.5 The City Council have provided an update on their work to investigate a longer-term replacement scheme as follows: Three options being considered are –
 - **Minimum Option:** a 'prettier' and more flexible replacement for what is currently in the existing location. Timescale: technical design by end 2021.
 - **Medium Option:** will consider controls at the Silver Street junction, which would better protect Trumpington Street and the approach to the Corpus Clock. This might mean a reduced need for controls in King Parade or obviate them altogether. They would seek to retain access for The Arts Theatre and the Corn Exchange deliveries from the Kings Parade end, but all other access would be

encouraged via Corn Exchange Street. Timescale: mid 2022.

- **Maximum Option:** a holistic review of area traffic access and movement linked to the city centre access work being undertaken by GCP. Timescale: mid 2022.

2.6 Consideration is being given to cycle safety, disability access and blue badge holders parking spaces.

3 Heavy Goods Vehicles working group

3.1 A Member Working Group was established following the agreement of the December 2020 Highways and Transport committee to review HGV management and the HGV policy. There were changes to membership following the May elections and a pause while new Members were nominated. The group has now met twice (in September and October) and has elected Cllr Lorna Dupre as Chair. The terms of reference have been updated and are at Appendix 1.

4 Civil Parking Enforcement (CPE) in South Cambridgeshire: Clarification on funding from Greater Cambridge Partnership (GCP)

4.1 There are two assessments which are required to complete the full financial picture which will form the basis of any funding agreement with the GCP and mitigate as far as reasonably practicably, the County Council's financial exposure. These are:

- **Feasibility Study:** to provide the financial modelling element of this project and the expected ongoing cost of CPE. Status: Complete
- **A Traffic Regulation Order (TRO) Review:** to determine the level of the remedial work required to ensure restrictions are compliant and enforceable prior to CPE rollout and to estimate the cost of these works. Status: This piece of work, commissioned by the County Council and funded by GCP, is currently underway and is due to be completed later this year.

4.2 The feasibility study indicates the likely running cost and potential revenue income and total deficit that CPE in South Cambridgeshire will create. As follows:

Cost of Applying CPE in South Cambs (Operational)	Yr1	Yr2	Yr3	Yr4	Yr5	Total
Expenditure (inc. Annual Inflation uplift)	£121k	£125k	£129k	£132k	£136k	£643
Revenue income	£71k*	£95k	£95k	£95k	£95k	£451
Deficit (Operational)	£50k	£30k	£34k	£37k	£41k	£192k

*This assumes a gradual increase in number of Penalty Charge Notices issued in year 1

4.3 Officers have started working with the GCP on drafting the funding agreement. The funding agreement document can only be finalised when the TRO review is concluded. The TRO review will set out the scale of remedial works required and enable officers to seek target

costs from contractors to implement the works. It is anticipated that the funding agreement will be drafted in the next three months once the TRO review is complete and target costs are received from contractors.

- 4.4 The drafted agreement would then need to be approved, initially by the GCP Executive Board in consultation with South Cambridgeshire District Council (SCDC), before being approved by the Service Director (Place and Economy), in consultation with the Chair of the Highways and Transport Committee. It is envisaged that this process will be completed in mid-2022.
- 4.5 As detailed in the last report presented to the committee in September, in principle the GCP has indicated that it would consider providing capital funding to cover all survey and associated implementation costs and on-going financial support to cover any revenue shortfalls for a time limited period (to be negotiated). This position remains unchanged.
- 4.6 As outlined in the report to committee in September 2021 Huntingdonshire District Council (HDC) is funding the set-up costs and any ongoing revenue deficit from CPE. Fenland District Council are in receipt of a grant from the Cambridgeshire and Peterborough Combined Authority to cover the set-up costs and they will fund any ongoing revenue deficit.
- 4.7 Any on-street income from pay and display bay parking will be retained by the County Council for signs and lines maintenance and other highway improvements within that district area. Where an enforcement agent is in place, for example HDC in Huntingdonshire, the income from penalty charge notices will be retained by the enforcement agent to subsidise and support the enforcement regime in that district area. Any off-street income from District Council owned land will be retained by the relevant District Council.

5 20 MPH speed limits

- 5.1 The Council's current 20 MPH policy is that 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
- 5.2 Seven 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.
- 5.3 Implementing a speed limit requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise 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. Should any objections be received then a report would go before Members for decision.
- 5.4 The funding options for Parish or Town Councils who wish to implement 20 mph speed limits would be to set their Parish precepts to fund it from their 2022/23 budget and the County Council will undertake feasibility, obtain the best price through contractors and advise on the process, regulation and options. Alternatively, they can submit a Local

Highways Improvement (LHI) initiative in 2022/23 where the applications for new 20 mph schemes will be encouraged, and the process will be streamlined setting out a specific category for new 20 mph schemes to make the process easier. All schemes will require a feasibility study before implementation.

5.5 Approximate costs of installation of 20mph speed limits without traffic calming features:

Equipment = £2,000 - £10,000

Works = £1,500 - £5,000

Speed limit Order = £1,000

Total cost = £4,500 - £16,000

Costs will vary depending on the location, number of accesses and the number of signs required. Removal of some existing signage may also be required such as variable messaging school warning signs.

If traffic calming / speed reduction measures are required, then the approximate cost to supply and install four pairs of speed cushions to support speed reduction are set out below which would be in addition to the cost for the speed limit shown above:

Equipment = £5,000 - £11,000

Works = £3,500 - £6,500

Traffic Regulation Order = £1,000

Road Safety Audit = £2,000

Total cost = £11,500 - £20,500

- 5.6 There is a difference between 20 mph limits, typically covering individual or small numbers of streets and requiring signs only, and 20 mph zones, typically covering larger areas and requiring both signs and markings. Originally, 20 mph zones required traffic calming such as road humps/chicanes, but the Department for Transport (DfT) relaxed this requirement in 2011 in order to reduce costs for traffic authorities, and to avoid the opposition which physical measures can attract (e.g. potential concerns regarding damage to vehicles and increased emergency services response times).
- 5.7 The greatest impact in reducing traffic speeds is delivered by 20 mph zones featuring traffic calming, achieving a reduction in speeds of about 9mph on average. However, the majority of new schemes introduced are now signed only 20 mph limits. These are much cheaper to implement and can avoid the opposition which physical traffic calming measures can attract, but generally lead to much smaller reductions in traffic speeds (about 1 mph on average).
- 5.8 Evidence suggests that 20mph schemes that include traffic calming measures to encourage compliance would be expected to reduce road traffic collisions on average by 27%. Schemes with no traffic calming, which see smaller reductions in traffic speeds of around 1mph would only be expected to reduce collisions by 6%.
- 5.9 Given competing priorities, it is likely that the resources available for Police enforcement of any 20 mph schemes introduced would be limited. To be effective, such schemes would need to be generally self-enforcing. 20 mph limits are therefore unsuited to streets where

average traffic speeds are high (i.e. mean speeds above 24mph) and where pedestrian/cyclist movements are low (with little potential to increase).

- 5.10 The Joint Administration has indicated a desire to implement more 20 mph schemes across the county and will be reviewing the policy and process for implementation over the coming months which will include engagement with the Vision Zero Partnership.

6 Traffic Management Act Part 6 - Moving Traffic Offences

- 6.1 Part 6 of the Traffic Management Act 2004 (TMA) relates to moving traffic offences (vehicles making banned turns, obstructing yellow boxes etc). Only Greater London Councils and Cardiff City Council currently have these powers, meaning that outside of these areas the Police are the enforcement body. The moving traffic offences are listed in Appendix 2.
- 6.2 The Department for Transport recently wrote to Local Highway Authorities to ask if they are interested in pursuing these powers. Initially they just requested an expression of interest. The Council has indicated to DfT an interest in exploring this further. These powers would only be possible in areas where there is a special enforcement area for civil enforcement – currently only Cambridge City.
- 6.3 The Government sees the Part 6 powers as a key tool in reducing congestion and improving air quality, while promoting the attractiveness of active travel by keeping vehicles out of cycle lanes and assisting the movement of buses.
- 6.4 Where civil enforcement applies in an area, contraventions of moving traffic orders may continue to be enforceable as criminal offences as an alternative to the civil enforcement procedures.
- 6.5 The key criteria on which the Secretary of State will need to be satisfied when approving an application are that:
- the authority has consulted those with an interest, including the police, and taken account of their views in finalising the application
 - all relevant TROs, traffic signs and road markings are legal correct, and the traffic signs and road markings are consistent with the Orders
 - the local authority has reviewed its relevant traffic orders and signs and carriageway markings to ensure they are both necessary and correct.
- 6.6 In addition, any authority considering civil enforcement of moving traffic contraventions should consider whether:
- enforcement will contribute to broader transport objectives
 - the scheme is proportionate to the scale of the traffic management issues facing the enforcement authority
 - the scheme will deliver improved performance, better reliability and punctuality for local bus services
 - there is consistency with neighbouring schemes so that motorists and others affected can understand how it works.

- 6.7 The council will engage with GCP to consider possible sites for enforcement using such powers and options for funding the implementation of such schemes.

7. Alignment with corporate priorities

- 7.1 Communities at the heart of everything we do
There are no significant implications for this priority.
- 7.2 A good quality of life for everyone
There are no significant implications for this priority.
- 7.3 Helping our children learn, develop and live life to the full
There are no significant implications for this priority.
- 7.4 Cambridgeshire: a well-connected, safe, clean, green environment
There are no significant implications for this priority.
- 7.5 Protecting and caring for those who need us
There are no significant implications for this priority.

8. Significant Implications

- 8.1 Resource Implications
The Resource Implications are detailed within the body of the report. In summary,
- Civil Parking Enforcement in South Cambridgeshire: the feasibility study, implementation costs and net running costs will be funded by GCP for an agreed length of time.
 - 20 mph speed limit schemes: to be funded by Parish Councils and using LHI funding where successful bids have been agreed.
 - Traffic Management Act Part 6 – Moving Traffic Offences: schemes will be developed with GCP including identification of funding.
- 8.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.
- 8.3 Statutory, Legal and Risk Implications
There are no significant implications within this category.
- 8.4 Equality and Diversity Implications
There are no significant implications within this category.
- 8.5 Engagement and Communications Implications
There are no significant implications within this category.
- 8.6 Localism and Local Member Involvement
There are no significant implications within this category.
- 8.7 Public Health Implications
There are no significant implications within this category.

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

8.8.1 Implication 1: Energy efficient, low carbon buildings.

neutral

Explanation:

8.8.2 Implication 2: Low carbon transport.

neutral

Explanation:

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

neutral

Explanation:

8.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

neutral

Explanation:

8.8.5 Implication 5: Water use, availability and management:

neutral:

Explanation:

8.8.6 Implication 6: Air Pollution.

neutral:

Explanation:

8.8.7 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? Yes

Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: David Allatt

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

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

9. Source documents

- 9.1 [Governance - Greater Cambridge Partnership](#)
[Highways and Transport Committee - Agendas and minutes](#)

Terms of reference for Heavy Goods Vehicle Policy Review Member Working Group

1. Purpose

The purpose of the Heavy Goods Vehicle (HGV) Policy Review Member Working Group is to review the current Heavy Goods Vehicle Policy, and to develop a strategic approach to HGV management and a policy to address the issues of movement of HGVs on the highways network, both urban and rural.

This will include

- actively seeking out best practice and evaluating innovative approaches to managing HGV issues,
- identifying whether there are any systemic issues that inhibit optimal management of HGV movements and what actions might be possible to address them;
- developing well-defined criteria and thresholds against which to consider Local Highways Improvement or privately funded applications for the introduction of weight limits, including impacts on communities and businesses, and
- evaluating the usefulness of the Advisory Freight Map in light of alternative approaches and developments in technology.

In carrying out its work, the Group will

- seek stakeholder views to help develop the HGV Policy, and
- take account of the processes and policies of National Highways and of other highway authorities, in particular our neighbours, and the impact any policy changes may have on the wider network.

2. Scope

Consideration of, and recommendations for, individual schemes and issues is outside the scope of the Group's remit.

The Group will consider agricultural vehicle matters, which are not covered by legislation relating to HGVs, insofar as they cause community concern and highways management issues.

3. Duration

These Terms of Reference are effective from [date]. The Group is expected to continue to January 2022 or until the review is concluded and a revised HGV Policy is presented to the Highways and Transport Committee for approval. The Group may wish to recommend to the Committee that it remains constituted thereafter to continue to oversee HGV related matters.

4. Membership

The HGV Policy Review Member Working Group will comprise:

- Cllr Gerri Bird
- Cllr David Connor
- Cllr Steve Criswell
- Cllr Claire Daunton
- Cllr Lorna Dupré
- Cllr Neil Gough

The Group will be supported by the following officers:

- Sonia Hansen – Traffic Manager
- Sharon Piper – Policy and Regulation Manager
- Jack Eagle – Principal Transport and Infrastructure Officer
- Maria Packer – Business Support Officer

The Group will seek the views of stakeholder groups such as the Cambridgeshire and Peterborough Combined Authority (CPCA) Police, representatives from Logistics UK, the Road Haulage Association, National Highways, National Farmers Union (NFU), Public Health, Minerals and Waste, Cambridgeshire and Peterborough Association of Local Councils (CAPALC), and other interested parties regarding the content of the new HGV Policy.

5. Meetings

4 (four) elected members of the HGV Policy Review Member Working Group (or their appointed substitutes) shall form a quorum for the transaction of business. Any elected member of the authority may substitute for any member of the Working Group.

Decisions will be made by consensus where possible, or by a majority where not. The Chair of the Working Group shall have a casting vote.

Meetings will be held monthly virtually unless otherwise agreed. Subgroup meetings will be arranged outside of these times if required, at times convenient to subgroup members.

6. Amendment, Modification or Variation

These Terms of Reference may be amended, varied, or modified by agreement of the HGV Policy Review Member Working Group.










Updated October 2021









List of Traffic Signs Subject to Moving Traffic Enforcement








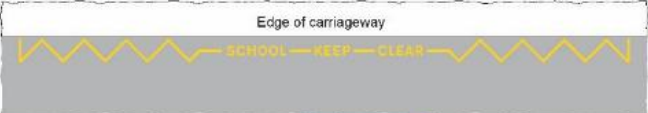

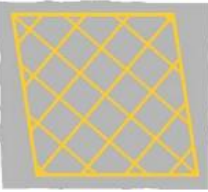
Under Schedule 7 to the Traffic Management Act 2004 (“the 2004 Act”), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: ‘TSRGD’) are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.

The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to local authorities taking on moving traffic enforcement. However, in line with the general principles of good regulation, any enforcement should be carried out in a way which is transparent, accountable, proportionate and consistent; and should be targeted **only where action is needed**.

Moreover, it should be noted that Ministers have only agreed to implement the Part 6 powers in respect of this existing list of traffic signs, with the exception of the additional diagram 1027.1, to create parity with London.

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	

Description	TSRGD diagram number & location	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motor cycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	

Description	TSRGD diagram number & location	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
		
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

A428 Black Cat to Caxton Gibbet Development Consent Order Update

To: Highways and Transport Committee

Meeting Date: 4 November 2021

From: Steve Cox, Executive Director Place & Economy

Electoral division(s): Papworth and Swavesey, Cambourne, St Neots East and Gransden, St Neots Eynesbury, St Neots The Eatons, St Neots Priory Park and Little Paxton

Key decision: No

Forward Plan ref: Not applicable

Outcome: Members are informed of progress with National Highways' (Highways England's) major scheme to upgrade the A428 to dual carriageway, and the current status of the Examination.

Recommendation: The Committee is asked to:

- a) Note the report, and the timescales for remainder of the formal consent process;
- b) Note the submissions to the Examination under delegation from the previous report in June; and
- c) Delegate to the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee the execution of agreements with National Highways.

Officer contact:

Name: Gareth Blackett
Post: Consents Team Leader
Email: Gareth.blackett@cambridgeshire.gov.uk
Tel: 01480 376328

Member contacts:

Names: Councillor Peter McDonald / Councillor Gerri Bird
Post: Chair / Vice Chair, Highways and Transport Committee
Email: peter.mcdonald@cambridgeshire.gov.uk / gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 National Highways are proposing to upgrade the route between the Black Cat roundabout and Caxton Gibbet roundabout with a new 10-mile dual carriageway and associated junction improvements, including major engineering works to improve the Black Cat roundabout. The scheme aims to improve journeys by road between Milton Keynes and Cambridge, bringing communities together and supporting long term growth in the region.
- 1.2 This paper updates Members on progress with the Examination to date, which is currently running as part of National Highways' application for a Development Consent Order for the scheme.

2. Main Issues

- 2.1 Further to the June Committee report, the application by National Highways (formerly Highways England) is now being considered by the Planning Inspectorate as part of the formal Examination of the proposal, which considers the merits of the scheme, matters relating to land acquisition, and the powers sought to construct and operate the scheme.
- 2.2 The County Council, Huntingdonshire District Council, and South Cambridgeshire District Council are making joint representations to the Examination, which formally opened in August. In accordance with previous direction, the Councils are supportive of the scheme but are representing robustly on key areas such as biodiversity, cultural heritage, traffic modelling and management, how roads will be constructed and handed over to the Council, and on the provision for Non-Motorised Users and Rights of Way. Officers are seeking to ensure that the scheme mitigates as much of its impact as possible, and learn from the experience on the delivery of A14 improvements.
- 2.3 Officers at the three authorities have reviewed the extensive application documents and are in discussion with National Highways on many of the different elements of the project, to clarify and understand the scheme, and its impacts on Cambridgeshire residents and businesses. These discussions will continue through the Examination period which concludes on February 18th 2022, with areas of agreement as well as points of difference recorded in a Statement of Common Ground.
- 2.4 Through the Examination so far, key documents required by the Planning Inspectorate setting out the Councils' position and responding to the application have been submitted under delegated approval. A summary is presented in Appendix A, and all of the Examination documents including those from other parties are published on the Planning Inspectorate website [A428 Black Cat to Caxton Gibbet Road Improvement scheme | National Infrastructure Planning \(planninginspectorate.gov.uk\)](https://www.planninginspectorate.gov.uk/a428-black-cat-to-caxton-gibbet-road-improvement-scheme/). The approach to the project has seen extensive collaboration between the Cambridgeshire authorities, and also cross-border working with the Bedfordshire authorities on areas of mutual interest.
- 2.5 Officers have been representing at the Examination hearings and responding to questions from the Examiners as well as commenting on the Application. Key matters for the County Council to secure through the Examination include the completion of a legal agreement and protection within the Development Consent Order covering the construction of new highway assets including roads, cycleways, and Rights of Way; the Detrunking process and

handover of existing assets.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

The impacts of the project during construction and on traffic movement when operational need to be understood in detail, and commitments to mitigation secured.

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

There are no significant implications for this priority.

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

This project will improve connectivity significantly between St Neots and Cambridge, by replacing the existing road with dual carriageway, reducing congestion, drawing traffic away from the local road network and allowing for future traffic growth. It is however a major investment principally targeted at providing for journeys by car or HGV and will have implications for carbon generation. There will be landscaping, planting, and other measures included to mitigate the impact of the scheme.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

Officer time is required to review the application, work with National Highways, and prepare to represent the Council at the Examination. This is being supported by appropriate specialists. Associated financial pressures are being looked at in more detail to provide an estimate of the resources required. It is expected that costs by the end of the Examination could be in the region of £150,000-250,000 and some of this may be recoverable from National Highways, and it is anticipated that the costs associated with the Council's statutory duties (£49K) will look to be addressed in the Business Planning process. If additional funding is not allocated in Business Planning, it will have to be charged to the Integrated Transport Block funding.

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 risks to the Council in taking on new assets to maintain if they are not in a good condition. However, as the Council supports the project there is an acceptance that new roads and the detrunked or existing A428 will become the Council's responsibility. Additionally, the traffic generated by the scheme will impact the Council's network and may lead to changes in travel patterns for both cars and Heavy Goods Vehicles, as with the A14.

- 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
Local Members have been briefed on the scheme by National Highways, with support from Council officers.
- 4.7 Public Health Implications
Public health implications need to be understood after a review of the scheme.
- 4.8 Environment and Climate Change Implications on Priority Areas

As part of the enquiry, officers working on the application are asked to consider mitigation for constructing road surfaces from low carbon surface material.
- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Positive/neutral/negative Status: Neutral
Explanation: No buildings are proposed as part of the project.
- 4.8.2 Implication 2: Low carbon transport.
Positive/neutral/negative Status: Negative
Explanation: Although electrification of vehicle transport is expected and supported by Government policy, constructing a new dual carriageway although available for use by buses will not cater exclusively for sustainable modes of transport, and will attract and create new traffic. There is provision as part of the project to deliver facilities for active travel users, although at this stage there are concerns whether this is of a suitable standard.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: Neutral
Explanation: The project will involve construction works but does propose landscape works and mitigation including tree planting. This impact is highly dependent on the issues raised in by the Councils being resolved.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: Neutral
Explanation: The construction will generate waste which will be subject to control through a management plan.
- 4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: Neutral
Explanation: Flooding and water management has been considered as part of the design of the scheme, which includes balancing ponds, consideration of climate change impacts and a Flood Risk Assessment.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: Negative

Explanation: The scheme will generate additional traffic which will not be electric vehicles for some time. The assessment may show that although there is additional air pollution from traffic, in many instances it moves the traffic away from the existing communities along the current A428 alignment.

- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Neutral
Explanation: No impact.

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: Henry Swann

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

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

Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes or No
Name of Officer: Iain Green

5. Source documents guidance

5.1 Source documents

Background information on the A428 Black Cat to Caxton Gibbet scheme is available from National Highways (Highways England): [A428 Black Cat to Caxton Gibbet improvements - Highways England](#)

The full Development Consent Order and submissions to the Examination are available on the Planning Inspectorate website: [A428 Black Cat to Caxton Gibbet Road Improvement scheme](#)

Appendix A - A428 Development Consent Order Submissions

Deadline 1 – 31st August 2021 Submissions

- Written Representations – The joint authorities position on all matters relating to the scheme, consistent with the Relevant Representations contained in the June Committee Report but in more detail after a review of the Application;
- Summary of Written Representations – A short summary of the above;
- First Written Questions (WQ1) – The joint authorities' responses to questions about the Application posed by the Examining Authority and setting out evidence, as well as other matters of relevance;
- The authorities' responses to actions arising from the Issue Specific 1 Hearing, and confirming attendance at the Accompanied Site Inspection, the Compulsory Acquisition Hearing and at the Issue Specific Hearings due to take place in September;
- Advising the Examining Authority that the Statement of Common Ground will be submitted at Deadline 4 on November 5th.

Deadline 2 - 8th September

- Local Impact Report – The joint authorities' response to the Application covering the impact of the scheme, positive benefits, and missed opportunities.

Deadline 3 – 5th October

- Comments on responses to Relevant Representations – the joint authorities' review and response to National Highways' response to the Councils' Relevant Representations;
- Comments on Written Representations – the joint authorities' review and response to National Highways' response to the Councils' Written Representations;
- Responses to the Examining Authority's Written Questions - the joint authorities' review and response to National Highways' response to the Examining Authority's Written Questions;
- Comments on Statements of Common Ground and Statement of Commonality;
- Comments on Applicant's updated draft Development Consent Order – detailed comments on the Order containing the powers and consent for the scheme;
- Hearing Action Points – a summary of the Council's action points from the Hearings;
- Comments on any other information and submissions received by the previous deadlines;
- A summary of the evidence given in oral submissions at the Issue Specific Hearings.

Deadline 4 – 4th November

- Second Written Questions publication – 15/10/21
- Updated Statement of Common Ground – 25/10/21
- Comments on D3 submissions – 25/10/21
- Responses to Examiners second written questions – 27/10/21
- Second Written Questions response deadline – 4/11/21

Agenda Item No.11

Highways and Transport Policy and Service Committee Agenda Plan

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
04/11/21	Business Planning	Tessa Adams	Not applicable		
	Business Planning Capital Programme	Tessa Adams	Not applicable		
	Traffic Management Update	Sonia Hansen	Not applicable		
	City Access Strategy and Wider Collaboration	David Allatt	2021/072		
	March Area Transport Study	Steve Newby	2021/066		
	Objections to ETROs Tranche 1	Dominic Domini	Not applicable		
	A428 Update	Chris Poultney	Not applicable		
07/12/21	Framework Contract for Specialist Tree Services	Jo German	2021/061	25/11/2021	29/11/2021
	Business Planning	Tessa Adams	Not applicable.		

	CSET	Jane Osayimwen	Not applicable		
	Active Travel Policy	Stacey Miller	Not applicable		
	A10 Study Outline Business Case Approach	David Allatt / Jeremy Smith	2021/067		
	St Ives Study	Jeremey Smith	Not applicable		
	GCP TWAO Consent	Chris Poultney / David Allatt	2021/068		
	Ely Area Capacity Enhancements	Gareth Blackett	Not applicable		
	Annual Highways Report	Emma Murden	Not applicable		
	Royston to Granta Park Study Stage 2	Jeremey Smith	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Future Transport Priorities	Natasha Hinks	Not applicable		
<i>[25/01/22]</i>	<i>Reserve Date</i>				
08/03/22	Resident Parking	Sonia Hansen	TBC	24/02/22	28/02/22
	Permit Changes	Sonia Hansen	Not Applicable		
	Road Safety Schemes 2022-23	David Allatt	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
<i>[26/04/22]</i>	<i>Reserve Date</i>				

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