

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 26 April 2022

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**Multi-Function Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE**

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 Highways and Transport Committee Minutes - 8 March 2022 & Action Log 3 - 20**
- 3 KEY DECISIONS**
- 4 Local Highway Improvement 2022-23 Programme and Review Process 21 - 48**
- 5 March Future High Street Fund and St Neots Future High Street Fund Projects 49 - 62**
- 6 March Area Transport Study Broad Street Element 63 - 72**

DECISIONS**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 Peter McDonald (Chair) Councillor Gerri Bird (Vice-Chair) Councillor Alex Beckett Councillor Piers Coutts Councillor Douglas Dew Councillor Lorna Dupre 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: 8 March 2022

Time: 10:00am to 1.40pm

Present: Councillors Alex Beckett, Piers Coutts, Doug Dew, Lorna Dupre, Jan French Ryan Fuller, Derek Giles, Simon King, Peter McDonald, Mac McGuire, Elisa Meschini Brian Milnes, Neil Shailer, Alan Sharp and Mandy Smith

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

64. Apologies for Absence and Declarations of Interest

Apologies were received from Councillor Gerri Bird, Councillor Meschini substituted.

65. Minutes – 25 January 2022 and Action Log

The minutes of the meeting held on 25 January 2022 were agreed as a correct record and the action log was noted.

Members raised an issue relating to HGV movements and highlighted a particular incident where National Highways undertaking work at the Guyhurn roundabout closed the junction completely but did not inform the Council it was doing so. This resulted in routing arrangements for HGVs not being able to be put in place. Requested that officers engage more with National Highways to avoid similar situations. Concern was also expressed regarding the significant backlog of Local Highway Improvement (LHI) schemes that appeared to be increasing with little indication that the situation was improving.

Attention and concern were drawn to the apparent disparity between funding arrangements regarding on-street parking enforcement between the District Councils and suggested a future agenda item to ensure that as a Committee it was fully understood what was being committed to.

66. Petitions and Public Questions

The Committee received 3 petitions and public questions, the responses to which are attached at Appendix A to these minutes.

Local Member Councillor Douglas Dew spoke in support of the first petition regarding Low Road, Fenstanton and informed the Committee that the dual-use path was barely wide enough for 2 pedestrians to pass one another. Councillor Dew, as local Member also spoke in support of the second petition relating to the A1096. The perception was that problems had become progressively worse over the last year following the opening of the new A14. There were now many more HGVs using the route and highlighted how few parents in Hemmingford Grey walked their children to school. Speedwatch

data indicated that there were up to 10,000 daily movements on the route of which a third were HGV and commercial vehicles.

67. Highways & Transport Service Resource Update

The Committee received a report that provided an update on resource planning across the Directorate. The report also sought the Committee's agreement to extend the existing interim arrangements and source a further 21 interim workers with a maximum cost of £2m together with sourcing further interim workers should further permanent staff leave or address short-term pressures covered from existing salary budgets or capital projects.

During the discussion, Members:

- Recognised the additional cost of employing interim members of staff and questioned whether setting those costs against the capital cost of projects was increasing the overall cost of those schemes. The Committee noted the comments of officers that it was common practice for staffing costs to be associated to capital costs, however emphasised the impact the increased costs partly driven by the use of interim staff, the funding of which could be better utilised.
- Noted that recruitment of an Active Travel Officer had been advertised for and interviews were due to take place in the near future.
- Noted that the average cost between retained staff and interim staff was around 40%. However, the cost varied depending on the role.
- Acknowledged that interim positions detailed at Appendix B of the report were being recruited through ESPO and supported by the Council's Procurement Team.
- Questioned whether additional funding would be enough to recruit to the vacant positions. The presenting officer commented that it was essential to remain positive. The re-structure of the Directorate was being cascaded following recruitment at Director level and it was a long-term project that was committed to.
- Noted the comments of the Executive Director: Place and Economy, regarding the Council's growing reputation for change and improvement. It was essential that commitments to schemes were delivered. It was necessary to recruit interim staff otherwise there would be limitations in project delivery. There was also a focus on training and development within the Directorate in order that the Council developed its own talent.
- Expressed concern regarding the progress to date relating to a Local Highway Improvement bid for Norwood Road, March that had subsequently absorbed into the March Area Transport Study (funded by the Cambridgeshire and Peterborough Combined Authority). The timescales had consistently slipped, and attention was drawn to the Future High Street fund where funding was dependent on delivery at key milestones. It was therefore essential that there were no delays as funding

could be jeopardised. The Committee noted that a report would be presented at the April meeting of the Committee to update on progress.

- Acknowledged that was essential that roles were remunerated at the correct level as Cambridgeshire was an expensive place to live, however, it was also important to draw attention to the other benefits of living and working in the county. The Council provided a high degree of flexibility as an employer. It was important to understand the root causes of people leaving the Council through effective exit interviews and make the Council the best place to work.
- Questioned how the Committee would be assured that the recommendations set out in the report were successful. Officers explained that initially progress would be reported to the Highways Improvement Board and then reported to Committee. A Member suggested that the Committee receive a quarterly update and requested that the minutes of the Highways Improvement Board be circulated to the Committee once available following its meeting. **ACTION**

It was resolved unanimously to:

- a) Note current resource pressures and challenges;
- b) Note progress since this matter was last reported to this committee on the 7 December 2021;
- c) Agree to extend existing interim arrangements shown in Appendix B from 1 April 2022;
- d) Agree to procure 21 new interim workers from April 2022 to a maximum expenditure of £2M shown in Appendix C;
- e) Agree to procure further interims should further permanent staff leave or to fill short term pressures covered from existing salary budgets or capital projects from April 2022;
- f) Support the proposals seeking to resolve resource pressures and challenges over the medium to long term;

68. Highways Maintenance Capital Programme

The Committee received a report that sought approval for capital funded maintenance schemes. The report provided visibility of forthcoming maintenance programme in accordance with the Council's approved asset management policies.

During the discussion, Members:

- Noted that it was indicated that highway maintenance block funding would remain the same as the 200/21 allocation for the remaining 3 years.

- Questioned whether active travel could be separated. Officers commented that separation had been attempted within the report but would be made clearer if the programme was approved by Committee.
- Commented that it appeared that the Fenland area had been historically underfunded. Officers explained that the allocation of funding was in accordance with previous years' allocations. The programme aimed to balance spending against the needs of the network. Officers undertook to review the percentage allocation. **ACTION**
- Highlighted the poor condition of Fenland roads that were very different from those in the south of the county. Officers informed the Committee of the ongoing work to scan roads and that would provide quantifiable data on the condition of the network.
- Welcomed move to asset-management based approach to maintenance as there was significant collaborative work with the Greater Cambridge Partnership (GCP) and the Cambridgeshire and Peterborough Combined Authority (CPCA), particularly regarding active travel. Concern was expressed regarding the condition of road surfaces as it was a danger to cyclists and a barrier to active travel.
- Attention was drawn to Bellamy's Bridge that was not reflected in the list of schemes. A meeting took place some years ago where assurance was given that it would be included within the list. Officers undertook to review the status of the junction in relation to the maintenance programme. **ACTION**
- Commented that it would be beneficial for a briefing note to be produced for Members that explained the asset-management based approach to maintenance in comparison to a reactive approach. **ACTION**

It was resolved to:

- a) To approve the 2 year forward programme of highway maintenance capital schemes, Appendix One.
- b) To agree that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, can make minor amendments to the programme of highway maintenance capital schemes, in accordance with the Authority's approved asset management policies.
- c) Agree that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, can commission the delivery of the highway maintenance capital programme, via existing contracts that have been formally procured.
- d) To note the indicative highway maintenance capital programme for the following 3 to 5 years, Appendix Two.

69. Future Transport Priorities and Integrated Transport Block Funding Allocation

The Committee received a report that sought the approval for the Local Transport Plan Integrated Transport Block (ITB) funding for the year 2022/23 and to update the Committee on future transport priorities for scheme development.

Members noted that the estimate amount allocated for 20mph schemes ranged from £100k – £250k based on data available from Local Highway Improvement schemes.

It was resolved to:

- a) approve the proposed allocation of the ITB funding for 2022-23 subject to the funding being passed to the County Council by the Cambridgeshire and Peterborough Combined Authority (CPCA).
- b) Note the process and proposed timeline for sifting schemes for development.

70. Highways Operational Standards 2022/23

The Committee received a report that sought approval to update three sections of the Highways Operational Standards. The presenting officer highlighted the proposed changes to the document relating to the inspection of cycle routes, the introduction of a new risk assessment for lighting columns and the record of all highways maintainable at public expense.

During the discussion, Members:

- Sought further information on how usage levels of cycle routes was determined. Officers explained that some routes had usage data collected, although it was not comprehensive. The busiest routes were relatively straightforward to identify as they tended to be routes to schools for example.
- Commented on the replacement of passive lighting columns and questioned their lifespan and sought greater clarity on the interaction with the street-lighting PFI contract. Officers explained that the guidance was not retrospective and applied only to new columns, however, further information would be requested from the streetlighting team. **ACTION**
- Sought further information from Development Management regarding the adoption of Sustainable Drainage Systems (SUDS) in new developments and the level to which adoption could be enforced. **ACTION**
- Noted that when routes were adopted by the Council then the maintenance became the responsibility of the Council and that was undertaken as per the Highways Operational Standards.
- Commented that cycle routes that were used more frequently by nature will have greater reports made of defects and the lesser-used routes would deteriorate more

quickly and cease to be used. In response officers explained that the objective was to balance risk across the network and the frequency of inspections were to identify safety defects. There was also proactive maintenance through larger resurfacing.

It was resolved to:

- a) To approve updates to 3 sections of the Highway Operational Standards.
- b) Agree that the Director – Highways & Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, may approve any future updates to operational process and procedure contained within the HOS

71. Active Travel Strategy for Cambridgeshire

The Committee received a report that provided an update on the development of an Active Travel Strategy for Cambridgeshire.

The Committee received comments and questions from members of the public on this item that are set out at Appendix A to these minutes.

During the discussion, Members:

- Confirmed that the strategy would be presented to the Committee for final adoption following the planned consultation and engagement activities.
- Noted that the omission of equestrian users within the hierarchy contained within the draft strategy would be amended and would be in line with the highway code.
- Drew attention to page 7 of the draft strategy and commented that active travel not being included as a leisure activity appeared contradictory. Officers explained that the definition did not apply to leisure activities, however, there was overlap. Members noted that there was also a rights of way improvement plan that was sought to address leisure routes. A Member commented further that there was no clear benefit to that distinction and active travel should be considered in the whole.
- Commended the Active Travel Team and the work it was undertaking and welcomed the draft strategy as the first step on the journey. In particular its incorporation of LTN 120.
- Commented that there was much to welcome in the draft strategy and drew attention to the comments of the public speakers regarding a proactive approach to pavement parking. Slight concern was expressed regarding the robustness and suggested that it may be beneficial for Members to have sight of it in advance of it being issued.

The Chair proposed with the agreement of the Committee that the following additional wording (in bold) be included within recommendation b) to ensure that all non-motorised users, including equestrians, be included within the proposed stakeholder engagement.

It was resolved unanimously/by majority to:

- a) Comment on and endorse the draft Active Travel Strategy for Cambridgeshire and high-level action plan in Appendix 2 for further stakeholder engagement.
- b) Approve the proposed stakeholder engagement approach as outlined in the report, **including full engagement with all NMUs including equestrians.**

72. Transport Strategies for Fenland and Huntingdonshire

The Committee received a report that updated the Committee on the emerging transport strategies for Fenland and Huntingdonshire. The report also sought the approval for the draft objectives and policies for the Fenland Transport Strategy and the proposed approach to stakeholder engagement.

During the discussion, Members:

- Questioned how success would be measured. Officers commented that performance measurements needed development and it was anticipated following adoption, steering groups would be established that would develop a monitoring regime.
- Emphasised the importance of Community Transport in Fenland, given the lack of public transport available in the area. Officers recognised the challenge and highlighted the work of the Cambridgeshire and Peterborough Combined Authority (CPCA) bus improvement plan.
- Noted that Parish and Town Council's would be included as part of the stakeholder engagement.
- Commented that it was essential that active transport and community transport had to be joined up.

It was resolved unanimously/by majority to:

- a) Note progress to date and the next steps for the development of both strategies.
- b) Approve the draft objectives (Figure1) and policies (Appendix 2) for the Fenland Transport Strategy

- c) Approve proposed stakeholder and public engagement approach as outlined in the report.

73. Finance Monitoring Report – January 2022

The Committee received a report the January 2022 iteration of the Finance Monitoring report. The presenting officer drew attention to the revenue forecast outturn that predicted a £436k underspend and highlighted the material changes in the capital budget listed in the report. Members noted that the overspend allocated to winter maintenance was an error and should have been recorded as an underspend

It was resolved

To review, note and comment upon the report.

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

The Committee noted it's Agenda Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels.

Chair
April 2022

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 8th March 2022 captures the actions on service actions within the remit of this Committee including that are still ongoing on going from the former Highways and Community Infrastructure Committee. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
??	<p>Process and position on recovery of costs where the council cuts back vegetation, trees and hedges that are causing a nuisance, hazard or obstruction to highway users. Cllr Simon King Nov 2021 Committee.</p> <p><i>“As you probably know, if a hedge is overhanging the verge or the highway, over a period of three months the local highway officer will write three letters and if there is no response, we will cut the hedge and send the owner the bill.</i></p> <p><i>I would like the committee to request a report setting out how many of these bills are ever paid, whether we can put a charge on the property and how the process could be streamlined.”</i></p>	Jon Munslow	Provide a report to committee members outlining the process and position for the recovery of costs incurred when cutting back private vegetation overhanging the highway.	Report being drafted to be shared April 2022	In Progress

45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Jon Munslow	<p>Discuss with Skanska (Now Milestone) 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>Officers are reviewing the Dragon Patcher system as part of a wider review of how we deal with potholes. Intention is to provide a briefing to Highways Improvement Board on our potholes repair approach in the summer.</p>	In Progress
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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.	After the request from Cllr King at the November 2021 committee, it was agreed that a briefing would be circulated to local Members, which was undertaken on the 24 November 2021. A further briefing will be provided by mid April 2022.	Ongoing
66.	Cambridgeshire County Council Commuted Sum Proposals	Jon Munslow	Final consultation document to be circulated to committee Members, who could then comment accordingly. Action required.	Following discussion with the Chair the proposals are being developed into a draft "Commuted Sum Policy" by an officer working group, to be shared with Members of the committee prior to a formal consultation process prior to the July 2022 committee date.	Ongoing

Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
5.	Minutes Action Log	Jon Munslow	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	<p>A Public Rights Of Way & Non Motorised User Routes Design Guide committee report has been prepared for committee on 7 December 2021</p> <p>It was agreed that a Draft Design Guide would be developed and a consultation would take place with stakeholders, scheme promoters, developers and user groups. It is intended that this consultation will take place in the Autumn</p>	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 	<p>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.</p> <p>25.11.21 The Police Counter Terrorism Security Advisor is carrying out a wider review of the area.</p> <p>9/2/22 Cambridge survey has been carried out by Police Counter terrorism security advisor. Confidential briefing to be arranged with Chair and Vice Chair.</p> <p>8/3/22 Confidential briefing on the above carried out with Chair and Vice Chair. Resulting confidential actions under discussion with GCP for delivery.</p>	<p>Complete – Police work concluded and County/GCP to follow up.</p> <p>Barrier design is a matter with the City Council for consideration.</p>
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	This was discussed at regional traffic managers meeting on Friday 3 September and views were fed into the examination as required	Ongoing

			Wyboston	<p>9/2/22</p> <p>An update has been requested from Beds Borough council regarding any feedback they have had relating to their representation. The update will be shared when available.</p> <p>We continue to chase Beds Borough Council regarding any feedback they have had relating to their representation but have received no feedback to date.</p> <p>The A428 examination has concluded. We expect to hear from the Secretary of State in the Autumn.</p>	
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Minutes of Highways and Transport Committee 25th January 2022

57.	Finance Monitoring Report	Steve Cox	Requested a confidential briefing regarding the Guided Busway and the ongoing dispute with Bam Nutall	A briefing had been provided however a further one offered to all Members took place on 2 nd March 2022	Complete Future updates can be provided as and when appropriate
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69	Winter Service Fleet Procurement	Jon Munslow	Requested information on whether leasing vehicles vs buying them had been evaluated and what the outcome was	Briefing to be provided to Highways Improvement Board April 2022	Complete
71	Finance Monitoring Report	Jon Munslow	To update Cllr Sharp on the A1303 works		
73	A428 Development Consent Order Position Review	Gareth Blackett	Requested an update for the local access forum taking place in February.	Local Access Forum has been brought forward to 8//2/22. Officers were provided a verbal update and further material was circulated.	Ongoing

Minutes of Highways and Transport Committee 8th March 2022

67.	Highways and Transport Services Resource Update	Sue Procter	Requested that the minutes of the Highways Improvement Board be circulated to the Committee following meetings	Minutes of the Highways Improvement Board have been circulated to H&T Committee members via Democratic Services	Complete
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68.	Highways Maintenance Capital Programme	Jon Munslow	Officers to review the inclusion Bellamy's Bridge located near Wisbech St Mary. There was an undertaking 4 years ago that it would be included in the Capital Programme, but no action to date.	This scheme is included within the Fenland Transport Investment Plan but is unfunded. Fenland schemes will be prioritized using the Fenland Transport Strategy, through engagement and working with the Fenland Member Steering group	Complete
68.	Highways Maintenance Capital Programme	Jon Munslow	Review the percentage allocation of funding across the county of spend versus need.	Provide a breakdown district by district of current allocations by mid-April	Ongoing
67	Highways Maintenance Capital Programme	Jon Munslow	Prepare Member briefing on the 'asset management' approach to Highway maintenance.	The intention is to establish a series of 'Lunch and Learn' (or similar) sessions as introductions or bite sized briefings on technical topics – this will include Asset Management, it is anticipated that these will begin in the summer	Complete
70	Highways Operational Standards 2022/23	Jon Munslow	Questioned how passively safe lighting columns interacted with the PFI contract for street-lighting. (Referred to street-lighting contract in the meeting)	Clarification note will be circulated prior to the April Committee	Ongoing

70	Highways Operational Standards 2022/23	David Allatt	Further information to be sought from Development Management regarding the adoption of SUDS in new developments.	Briefing note will be circulated before April Committee	Ongoing
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Report title: Local Highway Improvement 2022/23 Programme and Review Process

To: Highways and Transport Committee

Meeting Date: 26th April 2022

From: Steve Cox, Executive Director for Place and Economy.

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/054

Outcome: To inform committee of the outcome of the prioritisation of Local Highway Improvement applications for the year 2022-23 by Member Panels in each District Council area, seek approval of that programme and agree to review the process via the formation of a Member Working Group.

Recommendation: That the committee

- a) approves the prioritised list of Local Highway Improvements schemes for 2022/23 for each District Council area, provided in Appendix B numbers 1-5 inclusive; and
- b) approves the formation of a cross party Member Working Group to review the current processes and bring any proposed changes to this committee for approval in Autumn 2022.

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1. Background

- 1.1 The Local Highway Improvement (LHI) initiative invites community groups to apply for funding of up to £15,000 per project, subject to those groups providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people influence over bringing forward highway improvements in their community that would not normally be prioritised nor funded by the Council.
- 1.2 Where applications involve ongoing operational costs such as the cost of power supplies for measures such as zebra crossings, the applicant is expected to meet these ongoing costs and become responsible for the asset itself where they are better placed to do so.
- 1.3 Section two of the report outlines the processes undertaken to identify the prioritised list of schemes annually.
- 1.4 The current LHI process, as illustrated in Appendix A is both complex and time consuming, and several Members have requested the opportunity to review the process.
- 1.5 It is proposed that a cross party Member Working Group is established to look at how LHI's are currently delivered and recommend a new way of working that delivers the objectives of the programme more efficiently. The group will work with public health to incorporate health impacts of schemes into the scoring matrix.
- 1.6 It is anticipated that any agreed changes would come into effect in time for the 2023/24 LHI process.
- 1.7 The 2021/22 LHI programme was not approved until the committee on 27th July 2021. This late approval impacted the delivery period available for the 2021/22 programme comprising of 86 number of schemes. Of these schemes 27 number have been delivered on site, meaning the 2021/22 programme is only 31 percentage complete by the end March 2022, and the remaining schemes will be delivered in 2022/23. The following table illustrates the project stage of the remaining LHI's, including those delayed from previous years, with the majority expected to delivered and constructed by the end of August 2022. A summary of the status of the outstanding schemes is provided in the table below.

Schemes being Designed	Schemes being Priced by the Contractor	Schemes being Programmed for Construction
34	12	27

- 1.8 This performance has been achieved despite significant resource pressures on the LHI Team, which is currently comprises 20 FTE posts with a vacancy rate of 60% (12 roles). The Council's partners including Milestone and Atkins have supported delivery through 2021/22. It is the Council's intention to bring in additional interim resources in the short term to support the LHI team to fill the remaining vacancies, as was supported at the 8 March 2022 committee Resources Report. It should be noted that there will be on ongoing resource pressure within this team areas whilst longer term solutions including rolling

recruitment and grow your own programmes are implemented and take effect later in 2022, again as detailed in the Resources Report to the March committee.

- 1.9 As it stands 73 LHI schemes, including those delayed from previous years, with a combined value of £440,000 are scheduled to be carried over into the new financial year.
- 1.10 Other contributing factors to programme delays include applicant approval times where local consultations have taken place, availability of supply chain resources, lead in times for street furniture and other bespoke items such as rubberised speed cushions, posts, and lighting columns. Vacancies elsewhere in the organisation, such as in the Road Safety Team who carry out the design audits prior to LHI's being priced and delivered have also been a contributing factor, with the time taken to turnaround safety audits having risen by 50%.

2. 2022/23 Local Highway Improvement Scheme Programme

- 2.1 As in previous years, officers completed feasibility studies with applicants in advance of the panel meetings, in a bid to provide a more consistent stage of development for applications. The benefit of this stage in the process has been evident at panel meetings.
- 2.2 The Panel Assessment Meetings remain a Member led process, where applicants are invited to present their proposal. Member Panels have been set up to assess the priorities for funding, based on the available budget for each district. Political Group Leaders appoint Members based on current political proportionality. A Member chair is elected from amongst the Panel Members on the day of the meeting.
- 2.3 Panel members were asked to consider and score applications to determine how the budget should be allocated. The panels adopted a scoring system assessing four categories; persistent problem, road safety, community improvement and added value. Each category was scored out of five and the average across all Panel Members was then applied to rank applications. Panel members were not permitted to score applications in their own division.
- 2.4 The rationale for proposing which applications are delivered is based upon the scoring system and available budget per district area. The scoring criteria is as follows:

Score 0 Fails to deliver any improvement
Score 1 Delivers negligible improvement/ aims of the LHI Initiative
Score 2 Delivers limited improvement/ aims of the LHI Initiative
Score 3 Delivers some improvement/ aims of the LHI Initiative
Score 4 Delivers substantial improvement/ aims of the LHI Initiative
Score 5 Delivers exceptional improvement/ aims of the LHI Initiative
- 2.5 It is recommended that applications scoring 1 or less should not be implemented, as the scoring indicates that the project delivers negligible improvements/aims of the LHI Initiative.
- 2.6 It is then recommended that projects be approved for delivery, working down from the highest score to the lowest, until the budget for the district area is fully allocated.
- 2.7 Should any applications subsequently prove unfeasible, or the actual cost be less than

expected, further applications from the priority list may be allocated funding later in the year.

- 2.8 All estimated scheme costs incorporate the estimated cost of time spent by officers designing, managing, and delivering. The actual cost of the new feasibility stage, which has recently been completed, has been top sliced from each district area budget before being allocated to applications.
- 2.9 This recharge of both the feasibility and officer project delivery costs was agreed by Highways & Infrastructure Committee in July 2017, to better reflect the actual cost to the authority of delivering the LHI Initiative.
- 2.10 The LHI budget has increased to £820,000 for 2022/23 from £807,000 in the previous year, and has been allocated to each district area in the same way as in 2021/22 as follows:

District	Initial Budget	Feasibility	Remaining Available Budget
East Cambridgeshire	£ 106,600.00	£ 6,780.00	£ 99,820.00
Fenland	£ 131,200.00	£ 6,100.00	£ 125,100.00
Huntingdonshire	£ 229,600.00	£ 11,560.00	£ 218,040.00
South Cambridgeshire	£ 188,600.00	£ 16,660.00	£ 171,940.00
Cambridge City	£ 164,000.00	£ 13,260.00	£ 150,740.00
TOTAL	£ 820,000.00	£ 54,360.00	£ 765,640.00

- 2.11 The prioritised list of schemes for each district area can be found in Appendix B of this report. Each list also highlights the point at which the budget for each district area is fully allocated to schemes, indicated by a red dashed line.

Appendix B includes the following areas:

1. Cambridge City
2. East Cambridgeshire
3. Fenland
4. Huntingdonshire
5. South Cambridgeshire

2023/24 Local Highway Improvement Scheme Programme

- 2.12 The application window proposed below for LHI applications for the 2023/24 programme, is as follows:

Application window opens – Monday 3rd October 2022

Application window closes - Friday 18th November 2022 at midnight

Feasibility studies undertaken – December 2022 to March 2023

Panel meetings – March to April 2023

Report to committee including prioritised list for approval - June 2023

Programming, design, and consultation with applicants - July 2023 to February 2024

Pricing and construction – March 2024 to July 2024

- 2.13 This has been programmed to allow sufficient time for any agreed changes arising from the LHI working group to be implemented before the programme commences in October 2022.

- 2.14 The indicative programme detailed for 2023/24 may be adjusted, dependent on the proposed changes to the process to be brought forward by the Member Working Group and approved by the committee in Autumn 2022.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

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

3.2 A good quality of life for everyone

Many of the schemes that are brought forward have outcomes that improve road safety, particularly for vulnerable users, for example the young, elderly, or particular user types, such as pedestrians and cyclists.

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

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

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

LHI schemes improve connectivity and safety on the network and introduce green features where possible, using recycled products such as rubberized traffic calming products.

3.5 Protecting and caring for those who need us

There are no significant implications for this category.

4. Significant Implications

4.1 Resource Implications

The required resources have been made available and funded from allocated budgets to deliver the LHI programme for 2022/23, which will be funded from the Highways capital budget. The review will seek possible efficiencies.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

Delivered from existing resources and the Term Service Framework with Milestone, no issues to report.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

The Member led Panels adopt a consistent scoring system, each prioritising proposals within the district against their district budget (paragraphs 2.3 and 2.10). Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The LHI initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community.

4.5 Engagement and Communications Implications

Further engagement and consultation will take place on each project as it is developed, in conjunction with the applicant.

4.6 Localism and Local Member Involvement

The LHI initiative gives local people a real influence over highway improvements in their community. The Council will work closely with the successful applicants and local community to help deliver the improvements that have been identified. The Local Member will be a key part of this process and will be involved throughout the development and delivery of each scheme.

4.7 Public Health Implications

The majority of schemes aim to improve road safety, which may subsequently contribute to reducing the risk of accident injuries on the network. Some schemes promote Active Travel.

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

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: neutral

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

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

Positive/neutral/negative Status: neutral

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

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: neutral

Explanation: The schemes will produce waste during the construction phases, however any impact will be minimised by the choice of construction materials and maximising opportunities for recycling, including aggregates, concrete and re-use of bituminous material. Further where suitable as the end product, existing materials will be retained within the schemes.

- 4.8.5 Implication 5: Water use, availability, and management:
Positive/neutral/negative Status: neutral
Explanation: No positive or negative impacts identified for works listed in the report.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: negative
Explanation: Potential increases in air pollution as a result of some of the schemes listed in the report, for example those utilising physical vertical or horizontal features such as speed cushions or kerbed build outs.
- 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 positive or negative impacts identified for works listed in the report.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or 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: Sue Proctor

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

Name of Officer: Kate Parker

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 Source documents

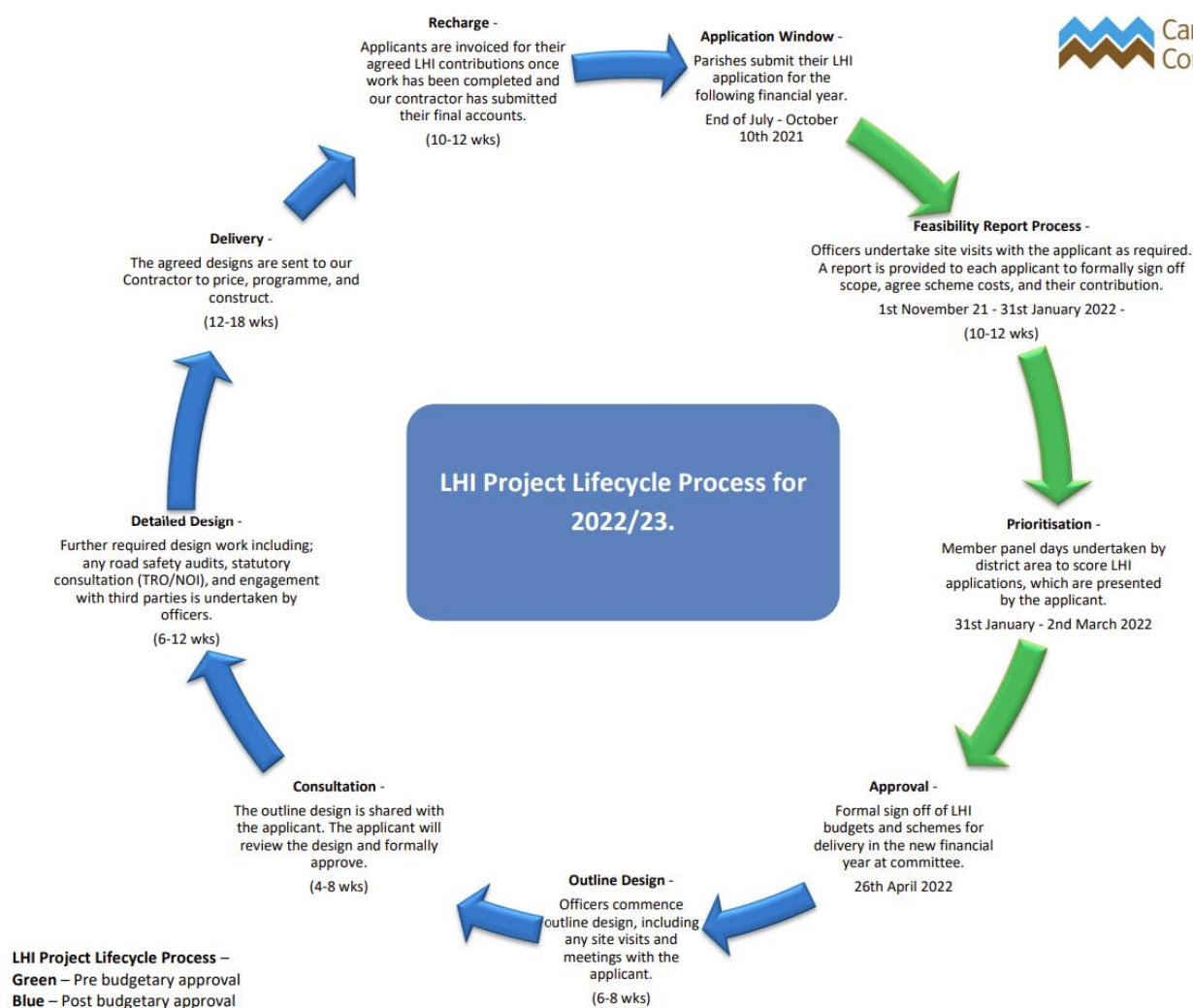
- Prioritised list of LHI schemes by District area for delivery in 2022/23.

5.2 Location

[Council and committee meetings - Cambridgeshire County Council > Committees > Highways and Transport Committee \(cmis.uk.com\)](#)

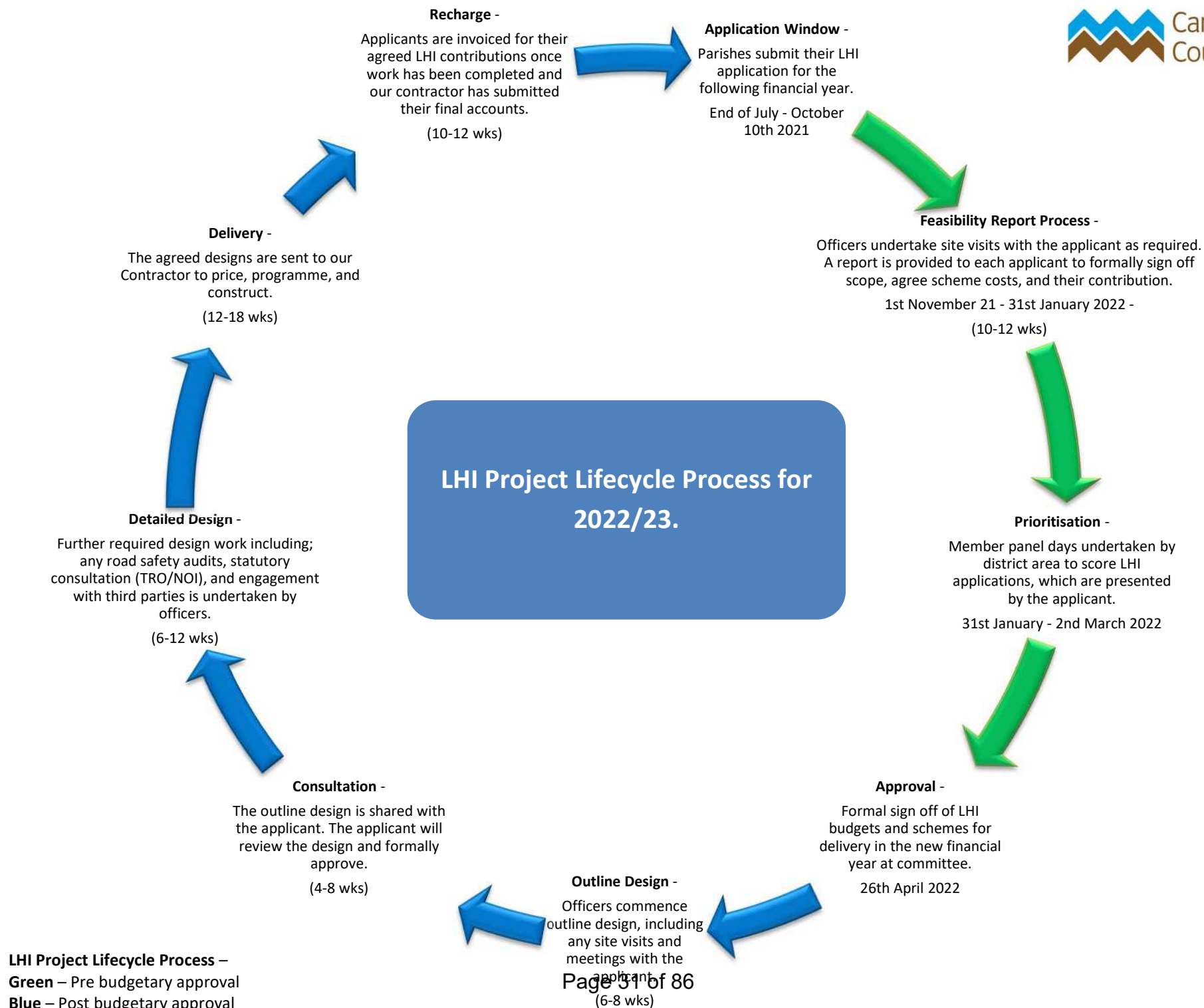
Appendix A

LHI Project Lifecycle Process for 22/23 Schemes



Appendix B includes the following areas:

- B1. Cambridge City
- B2. East Cambridgeshire
- B3. Fenland
- B4. Huntingdonshire
- B5. South Cambridgeshire



Cambridge City 22/23 LHI Panel Scores

<div><div>Panel Members</div><div><div>Cllr Neil Shailer</div><div>Cllr Alex Beckett</div><div>Cllr Elisa Meschini</div><div>Cllr Catherine Rae</div><div>Cllr Alex Bulat</div></div></div>										Persistent Problem	Road Safety	Community Impact	Added Value	Overall Average Score
Budget £ 150,740.00														
Applicant Name	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Estimated Project Cost	£ Applicant Contribution	% Applicant Contributi	£ CCC	£ Proposed CCC funding allocation	£ Cumulative CCC Total	Av Score	Av Score	Av Score	Av Score	
N Shailer (Romsey)	Coldhams Lane	Safer Cycle Lanes	Signs / Lines - Installation of cold applied surfacing in cycle lanes to further highlight these to drivers	£ 21,881.78	£ 6,882.00	31%	£ 15,000.00	£ 15,000.00	£ 15,000.00	4.00	4.33	3.67	4.00	4.00
N Shailer (Romsey)	Mill Road	Junctions improvement	Civils - Various junction improvements to highlight and protect cyclists.	£ 13,341.74	£ 1,335.00	10%	£ 12,006.74	£ 12,006.74	£ 27,006.74	3.75	4.50	4.00	3.50	3.94
Benson RA (Castle)	Benson / Canterbury and North Street	Increase road safety and junction improvement including traffic calming	Civils / Parking restrictions - double yellow lining, new textured road markings, GW feature and build out with planter.	£ 29,525.88	£ 14,525.88	49%	£ 15,000.00	£ 15,000.00	£ 42,006.74	3.75	3.75	4.00	4.00	3.88
B Goodliffe (Cherry Hinton)	Birdwood Rd	Continuation of the speed cushions from 2021/22	Raised Features - Installation of recycled rubber speed cushions between Ward Road and Perne Road, where practicable. 5 sets of speed cushions to keep with a spacing of between 70 - 120m between sets.	£ 20,610.33	£ 5,610.33	27%	£ 15,000.00	£ 15,000.00	£ 57,006.74	3.80	4.00	3.80	3.20	3.70
G Bird (Chesterton)	Fen Road	Issues with speeding and dangerous driving (existing traffic calming is damaged and needs replacing)	Civils & Raised features - cushions to be installed alongside 2no new priority build outs.	£ 21,687.96	£ 6,700.00	31%	£ 15,000.00	£ 15,000.00	£ 72,006.74	3.80	4.00	3.40	3.20	3.60
B Goodliffe (Cherry Hinton)	Hayster Road	Reduce dangerous parking outside a Primary School	Parking restrictions - DYL's at various junctions	£ 4,978.60	£ 497.86	10%	£ 4,480.74	£ 4,480.74	£ 76,487.48	4.20	3.60	3.20	3.20	3.55
A Bulat (Abbey)	Meadowlands Corner	Install parking restrictions (DYL) at the junction to Newmarket Road	Parking restrictions - DYL's at junction.	£ 4,197.60	£ 419.76	10%	£ 3,777.84	£ 3,777.84	£ 80,265.32	3.75	3.50	3.50	3.25	3.50
B Goodliffe (Cherry Hinton)	Church End	Safety for accessibility users (raised crossing)	Raised Feature - Install a new raised table on Church End at the existing crossing point between the Church and Teversham Drift. Raise existing dropped kerbs on western side north and move crossing point to make parallel. Install 4x gullies (with cycle friendly grates), 2x each side of the carriageway and at each end of the ramps. The raised table will be 4m in length to allow for safer crossing for pedestrians, with tactile pavers laid either side.	£ 28,210.78	£ 13,210.78	47%	£ 15,000.00	£ 15,000.00	£ 95,265.32	3.40	3.60	3.60	3.20	3.45
B Goodliffe (Cherry Hinton)	Coldhams Lane / Rosemary Lane / Church End / High Street / Teversham Drift	Prevention of residential road being used as cut through to avoid traffic light junction on Coldhams Lane/ High Street Cherry Hinton.	Raised Feature - Installation of speed cushions at various locations approx. 75m apart.	£ 21,338.32	£ 6,338.32	30%	£ 15,000.00	£ 15,000.00	£ 110,265.32	3.80	3.20	3.60	3.20	3.45
Melbourn RA (Market)	Parkside	Improve safety for secondary school (including signs and lines) and improve safety at exit on Mud Lane	Signs / Lines - Section DYL's (removes residents parking bay) and school warning signs / roadmarkings	£ 7,826.59	£ 782.66	10%	£ 7,043.93	£ 7,043.93	£ 117,309.25	3.40	4.00	3.20	3.20	3.45
H Davies (Abbey)	Ditton Fields / Stansfield Road / Gerard Road / Thorleys Road / Keynes Road	Increase safety by additional streetlighting various streets in Abbey	Street lighting	£ 17,759.64	£ 2,759.64	16%	£ 15,000.00	£ 15,000.00	£ 132,309.25	3.75	3.25	3.75	3.00	3.44
J Scutt (Chesterton)	Kimberley Road / De Freville Estate / Chatsworth Avenue / Hazelwood / Moleswood	Increase safety by additional street lighting	Street lighting	£ 7,859.64	£ 786.00	10%	£ 7,073.64	£ 7,073.64	£ 139,382.89	3.50	2.75	4.00	3.50	3.44
H Cox Condron (Arbury)	Brimley Road / Roseford Road / White Rose Walk / Harvey Goodwin Drive / Stretton Avenue / Chatsworth Avenue / Moleward Close / Aylesborough	Increase safety by additional streetlighting various streets in Arbury	Street lighting	£ 7,859.64	£ 760.00	10%	£ 7,074.00	£ 7,074.00	£ 146,456.89	3.60	3.40	3.60	2.80	3.35
H Davies (Abbey)	Mercers Row	Junction improvement (HGV signage/road markings)	Signs - HGV directional signs x2 at junction with Mercers Row	£ 5,577.66	£ 557.73	10%	£ 5,019.93	£ 5,019.93	£ 151,476.82	3.75	3.25	3.50	2.50	3.25

B Goodliffe (Cherry Hinton)	Forest Road / Friars Road	Reduce parking on or near the junction (parking restrictions)	Parking restrictions - DYL's at junction.	£ 4,459.93	£ 445.99	10%	£ 4,013.94	£ 4,013.94	£ 155,490.76	3.40	3.40	3.00	3.20	3.25
J Scutt (Castle)	Magrath Avenue	Cycle parking to encourage cycling	Civils - Installation of cycle racks	£ 8,162.62	£ 817.00	10%	£ 7,345.62	£ 7,345.62	£ 162,836.38	3.25	2.50	3.50	3.50	3.19
N Shailer (Romsey)	Hobart and Suez Road	Increase safety for accessibility including dropped kerbs at junctions	Civils - new dropped kerb crossings to aid accessibility	£ 9,815.64	£ 982.00	10%	£ 8,833.64	£ 8,833.64	£ 171,670.02	3.25	3.50	3.00	3.00	3.19
Gwydir/Sturton RA (Petersfield)	Gwydir Street	Deter large commercial vehicles from using both streets with signage	Signs / Lines - Unsuitable for HGV signs.	£ 5,376.26	£ 537.62	10%	£ 4,838.61	£ 4,838.61	£ 176,508.63	3.60	2.60	3.20	3.00	3.10
P Slatter (Trumpington)	Porson Road	Safer route for the school. Extension to parking restrictions (DYL) on the intersection	Parking restrictions - DYL's	£ 4,328.25	£ 432.82	10%	£ 3,895.42	£ 3,895.42	£ 180,404.05	3.60	3.40	2.80	2.60	3.10
A Bulat (Abbey)	Stanley Road	Install parking restrictions (DYL) at the junction to Oyster Row	Parking restrictions - DYL's to extend from existing at junction.	£ 4,327.40	£ 432.74	10%	£ 3,894.66	£ 3,894.66	£ 184,298.71	3.75	3.25	2.75	2.50	3.06
Richmond RA (Castle)	Richmond Road / Huntingdon Road	Increase safety by additional streetlighting	Street lighting	£ 4,559.64	£ 460.00	10%	£ 4,099.64	£ 4,099.64	£ 188,398.35	3.00	3.00	3.25	3.00	3.06
P Sheil (Arbury)	Perse Way	Increase road safety as drivers exceed 20mph (Traffic calming - speed cushions)	Raised features - Installation of recycled rubber speed cushions strategically placed to ensure vehicle speeds are kept low. The distance of Perse Way is around 545m as such we would require 6x sets speed cushions to cover the entirety of the route between Carlton Way and Roseford Road, with them spaced at 95m intervals. Locations will be dictated by locations of streetlighting columns. White box marking to be painted around each cushion.	£ 22,209.75	£ 7,209.75	32%	£ 15,000.00	£ 15,000.00	£ 203,398.35	3.20	3.80	2.80	2.40	3.05
P Sheil (Arbury)	Alexwood Road	Increase safety by pedestrian crossing and alert drivers to slow down	Signs / Lines - Install advanced warning sign on Alex Wood Road on approach to mini roundabout (to Diagram 544) to warn drivers of the Zebra Crossing on Mansel Way. A supplementary plate can be used stating distance to the crossing for added benefit. Also, a sign to Diagram 547.8 with a left arrow is to be installed on southern Alex Wood Road approach to the mini roundabout. Again warning drivers of the Zebra Crossing on Mansel Way. "SLOW" marking to be painted on carriageway next to Diagram 544 to further highlight the issue.	£ 2,171.27	£ 217.13	10%	£ 1,954.14	£ 1,954.14	£ 205,352.49	3.00	3.20	3.20	2.80	3.05
N Shailer (Romsey)	Lichfield Road	Parking restrictions (DYL) from the junction of Coleridge road for the first 600m	Parking restrictions - DYL's at various locations along road on bends and approaches to bends.	£ 5,574.71	£ 557.47	10%	£ 5,017.24	£ 5,017.24	£ 210,369.73	3.00	3.33	3.00	2.67	3.00
A Bulat (Abbey)	Riverside	Install parking restrictions (DYL) at the entrance of Stourbridge Common	Parking restrictions - DYL's at junction / along front of properties facing river.	£ 3,997.20	£ 399.74	10%	£ 3,597.66	£ 3,597.66	£ 213,967.39	3.50	2.00	3.25	3.00	2.94
B Illingworth (Chesterton)	Elmfield Road / Eastfield	Increase safety by additional streetlighting	Street lighting	£ 4,559.64	£ 460.00	10%	£ 4,099.64	£ 4,099.64	£ 218,067.03	3.20	2.60	3.20	2.60	2.90
Guest Road RA (Petersfield)	Guest Road	Parking restrictions down street	Signs / Lines - Amendments to single yellow lining to include Sunday also, and possibly some additional parking bays, visibility allowing.	£ 4,866.62	£ 486.66	10%	£ 4,379.96	£ 4,379.96	£ 222,446.99	3.60	1.80	3.60	2.60	2.90
P Slatter (Trumpington)	Grantchester Road	Extend 20mph through out the road, possibly including signs and lines	Signs / Lines - Extension to 20mph zone and investigate reducing current 40mph section to 30mph following speed surveys.	£ 10,134.78	£ 1,014.00	10%	£ 9,120.78	£ 9,120.78	£ 231,567.77	3.00	3.40	2.80	2.40	2.90
E Meschini (King Hedges)	Cam Causeway	Increase safety by additional street lighting	Street lighting	£ 4,559.64	£ 460.00	10%	£ 4,099.64	£ 4,099.64	£ 235,667.41	3.25	2.50	3.25	2.50	2.88
E Meschini (King Hedges)	King Hedges Road	Verge parking - introduce parking restrictions on the entire road	Signs / Lines - Verge parking restriction	£ 17,779.64	£ 2,780.00	16%	£ 15,000.00	£ 15,000.00	£ 250,667.41	3.75	2.00	3.50	2.25	2.88
R Howitt (Petersfield)	York Street	Install two bollard on either end of York Street	Civils - Bollards	£ 3,934.13	£ 393.41	10%	£ 3,540.72	£ 3,540.72	£ 254,208.13	3.20	3.00	2.80	2.40	2.85

E Meschini (King Hedges)	Lovell Road	Extension on parking restrictions (DYL) on the junction to Milton Road	Signs / Lines - DYL's	£ 4,438.25	£ 443.82	10%	£ 3,994.42	£ 3,994.42	£ 258,202.55	3.25	2.25	3.25	2.50	2.81
R Howitt (Petersfield)	Great Northern Street	Remove a raised platform	Civils - Removing an existing raised feature	£ 25,323.99	£ 10,323.99	41%	£ 15,000.00	£ 15,000.00	£ 273,202.55	3.20	1.60	4.00	2.40	2.80
St John's College School (Newnham)	Clarkson Road	Parking restrictions (DYL) and School road safety	Signs / Lines - Section DYL's to be upgraded to include no loading restriction	£ 5,803.83	£ 1,451.00	25%	£ 4,352.83	£ 4,352.83	£ 277,555.38	3.00	3.00	3.00	2.20	2.80
E Meschini (King Hedges)	Nuffield Road	Extension on parking restrictions (DYL) at junctions	Signs / Lines - DYL's	£ 4,327.40	£ 432.74	10%	£ 3,894.66	£ 3,894.66	£ 281,450.04	3.00	2.50	2.75	2.50	2.69
G Lowe (Queen Edith)	Hinton Avenue	Re-introduce 4 street lights	Street lighting	£ 14,769.13	£ 1,477.00	10%	£ 13,292.13	£ 13,292.13	£ 294,742.17	3.00	2.75	3.00	2.00	2.69
D Lee (Queen Edith)	Bower's Croft	Increase safety by additional street lighting	Street lighting	£ 4,559.64	£ 460.00	10%	£ 4,099.64	£ 4,099.64	£ 298,841.81	2.25	2.00	3.50	2.50	2.56
C Payne (Castle)	Richmond Road / Windsor Road	Improve safety for the passageway including improved signage and barriers	Civils - new barriers / bollards for cargo bikes	£ 2,909.64	£ 291.00	10%	£ 2,618.64	£ 2,618.64	£ 301,460.45	1.75	1.50	2.25	1.75	1.81
				£ 395,605.16	£ 94,131.84		£ 301,460.45	£ 301,460.45						

East Cambridgeshire 22/23 LHI Panel Scores														
<div> <div>Panel Members</div> <div> <div>Cllr Piers Coutt</div> <div>Cllr Lorna Dupre</div> </div> <div> <div>Cllr Mark Goldsack</div> <div>Cllr David Ambrose Smith</div> </div> </div> <div>Budget: £ 99,820</div>										Persistent Problem	Road Safety	Community Impact	Added Value	Overall Average Score
Applicant Name	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant	% Applicant	£ CCC	Proposed CCC funding allocation	£ Cumulative CCC Total	Av Score	Av Score	Av Score	Av Score	
Soham Town Council	Cyprian Rust Way	Junction Improvements (Parking restrictions on Townsend)	Signs / Lines - Installation of Double Yellow Lines for 15m from the first straight kerb in all directions.	£ 3,751.96	£ 375.20	10%	£ 3,376.76	£ 3,376.76	£3,377	4.33	4.67	4.67	4.00	4.42
Lode Parish Council	Various	Improving safety by providing dropped kerbs for accessibility	Civils - Install 2 x new dropped kerb crossings at Abbey Lane and Sunnyridge Farm and re-locate 1 x dropped kerb crossing at crossroads.	£ 8,585.28	£ 859.00	10%	£ 7,726.28	£ 7,726.28	£11,103	3.33	3.67	3.67	3.33	3.50
Fordham Parish Council	Mildenhall Road	Reduce speed when approaching the junction	Raised features - Install 8 No pairs of asphalt speed cushions including signage.	£ 59,334.91	£ 45,000.00	76%	£ 14,334.91	£ 14,334.91	£25,438	3.50	3.25	3.25	3.00	3.25
Burrough Green Parish Council	B1052	Improve road safety by reducing traffic speed entering the village to 30mph, 40mph buffer zones and village gateways	Signs / Lines - Install 40mph limit from approximately 200m South of Main Street to approximately 300m North of Main Street (total length of approx. 500m). Also install 40mph limit on Main Street from existing national speed terminal up to junction with Brinkley Road (approx. 200m).	£ 18,343.31	£ 3,343.31	18%	£ 15,000.00	£ 15,000.00	£40,438	3.50	3.00	3.00	3.00	3.13
Sutton Parish Council	The Brook	Junction improvements (pedestrian refuge)	Civils - Provide central island on The Brook approximately 50m north of junction with High Street. Alongside this, extend existing double yellow lines north from current end point on The Brook.	£ 12,531.69	£ 8,326.00	66%	£ 4,205.69	£ 4,205.69	£44,644	3.33	2.67	3.33	3.00	3.08
Cheveley Parish Council	Little Green	Reduce speed near Hobbs Warren (extension of 30mph limit, gateway features & buffer zone)	Signs / Lines - Provide 40mph buffer zone from existing 30mph terminal, 400m South towards Saxon Street Road.	£ 6,708.28	£ 1,400.00	21%	£ 5,308.28	£ 5,308.28	£49,952	3.25	3.00	3.25	2.75	3.06
Chippenham Parish Council	Palace Lane	Slow vehicles approaching the village (buffer zones)	Signs / Lines - Provide 40mph buffer zone (approx. 400m) on Palace Lane and High Street to encourage lower speeds at the 30mph terminal.	£ 6,210.72	£ 1,500.00	24%	£ 4,710.72	£ 4,710.72	£54,663	3.00	3.00	3.50	2.75	3.06

Woodditton Parish Council	Woodditton Road	Road Safety to reduce traffic speed (Buffer zones, signs and lines)	Signs / Lines & Raised features - Provide 40mph buffer zone from existing 30mph terminal to the South (approx. 400m). SLOW markings and edge line over bridge (potential for dragons teeth and roundels at 30mph terminal as well). Provide between 4 and 5 sets of cushions between St John's Avenue and Crockford's Road.	£ 20,142.04	£ 5,142.04	26%	£ 15,000.00	£ 15,000.00	£69,663	3.75	3.00	2.75	2.75	3.06
Haddenham Parish Council	Station Road	Reduce speed of traffic and provide a safe crossing for pedestrians	Civils - Install a priority feature south of the junction with Lion Court. The carriageway width is 6.45. and the footway width 1.2m (E) and 1.6m (W). Location to be determined	£ 8,949.61	£ 5,000.00	56%	£ 3,949.61	£ 3,949.61	£73,612	3.25	2.50	3.25	2.75	2.94
Wilburton Parish Council	Various	Increased traffic travelling through village, include speeding control (MVAs)	MVAS - Provide 2 x MVAS unit with associated battery and mounting equipment. Also install 5 posts to allow for multiple mounting positions on named roads. Potential to get approved lighting columns to mount the MVAS onto.	£ 9,333.82	£ 837.00	9%	£ 8,496.82	£ 8,496.82	£82,109	3.50	2.75	2.75	2.75	2.94
Isleham Parish Council	Hall Barn Road	Reduce speed of traffic to 30mph to provide safety	Civils - Install Give way pinch point near the existing 30mph terminal with 40mph buffer (approximately 400m) on the approach.	£ 15,810.77	£ 2,372.00	15%	£ 13,438.77	£ 13,438.77	£95,548	3.67	3.00	2.67	2.67	3.00
Wicken Parish Council	A1123	Parking restrictions (Double yellow lines)	Signs / Lines - Parking restrictions on both sides of carriageway in the form of double yellow lines between numbers 31 & 47.	£ 3,190.00	£ 320.00	10%	£ 2,870.00	£ 2,870.00	£98,418	3.75	3.25	3.50	2.50	3.25
Ashley Parish Council	B1063	Reduce traffic speed entering the village	Raised features - Install 2 x sets of Rosehill rubber cushions (1.65m x 2.0m) either side of Silhalls Close.	£ 12,750.48	£ 1,276.00	10%	£ 11,474.48	£ 11,474.48	£109,892	2.75	2.25	2.50	2.50	2.50
Stetchworth Parish Council	High Street	Speed control via MVAs	Provide 1 x MVAS unit with associated battery and mounting equipment. Also install 2 posts to allow for multiple mounting positions on High Street (near junction with Church Lane) and Ley Road (near Ellesmere Centre).	£ 5,346.69	£ 600.00	11%	£ 4,746.69	£ 4,746.69	£114,639	2.75	2.25	2.50	2.25	2.44
Westly Waterless Parish Council	Main Street	Speed control including road widen and barriers	1. Install double height kerbs for approximately 20m 2. Install MVAS unit and 2 sockets 3. Install 10No. wooden reflectorised bollards	£ 14,556.81	£ 1,456.00	10%	£ 13,100.81	£ 13,100.81	£127,740	1.25	1.25	2.00	1.75	1.56
Littleport Parish Council	A1101	Reduce speed of traffic (buffer zone)	Due to the number of businesses and warehouses approaching the roundabout at the A10 a 40mph limit can be justified. Therefore a 40mph limit can be provided from the A10 roundabout, approximately 800m West, to cover the industrial estate zone. Additional supplementary plates with "Advisory 40mph" mounted beneath existing bend warning signs on approach to the Three Horseshoes corner.	£ 13,983.45	£ 1,400.00	10%	£ 12,583.45	£ 12,583.45	£140,323	0.00	0.00	0.00	0.00	0.00
				£219,529.82	£79,206.55		£140,323.27	£140,323.27						

Fenland 22/23 LHI Panel Scores														
<div> <div>Panel Members</div> <div> <div>Cllr John Gowing</div> <div>Cllr David Connor</div> <div>Cllr Anne Hay</div> </div> <div> <div>Cllr Steve Tierney</div> <div>Cllr Steve Count</div> <div>Cllr Sam Hoy</div> </div> </div> <div>Budget: £ 125,100</div>										Persistent Problem	Road Safety	Community Impact	Added Value	Overall Average Score
										Av Score	Av Score	Av Score	Av Score	
Applicant Name	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant	% Applicant	£ CCC	Proposed CCC funding allocation	£ Cumulative CCC Total					
Doddington Parish Council	High St	Signalised crossing to improve road crossing safety for school children	Civils - Installation of Pelican Crossing.	£60,754.55	£45,784.55	75%	£15,000.00	£15,000.00	£15,000	4.40	4.80	4.60	4.00	4.45
Whittlesey Town Council	A605 Highway Causeway	Prevent unauthorized vehicles mounting the pavement to gain access by installing bollards	Civils - Install 17no. cast iron bollards with reflector tags.	£7,309.64	£730.96	10%	£6,578.68	£6,578.68	£21,579	4.83	4.00	4.50	4.33	4.42
March Town Council	Creek Road	Speed control by vertical features	Raised Features - Install 4 pairs of speed cushions and associated signing.	£22,192.64	£7,192.64	32%	£15,000.00	£15,000.00	£36,579	4.60	4.40	4.20	4.00	4.30
March Town Council	Estover Rd	Speed control by vertical features	Raised Features - Install 4 pairs of speed cushions and associated signs.	£25,083.77	£10,083.77	40%	£15,000.00	£15,000.00	£51,579	4.40	4.40	4.20	4.00	4.25
Chatteris Town Council	Doddington Road	Reduce speed through village (30mph and 40mph buffer zone)	Signs / Lines - Install gateways at the existing 40mph terminal location which will now be a 30mph terminal. Look at additional lining (centre and edge markings) to make the running lanes narrower.	£14,531.96	£2,000.00	14%	£12,531.96	£12,531.96	£64,111	3.60	3.60	4.40	3.60	3.80
Elm Parish Council	Main Rd	Increase compliance with speed limit (traffic calming in 30mph limit)	Civils - Build-out / chicanes	£20,611.60	£7,500.00	36%	£13,111.60	£13,111.60	£77,222	3.80	3.60	3.20	3.00	3.40
Whittlesey Town Council	A605 to Coates	Speed Control and resident safety (Speed reduction to 30mph)	Signs / Lines - King's Delph - reduce speed limit to 30mph.	£29,309.64	£14,309.64	49%	£15,000.00	£15,000.00	£92,222	3.80	3.00	3.20	3.40	3.35
Wimblington	Eastwood Lane	Parking restrictions to improve safety at junctions	Civils - Install approx. 30m length of Marshall titan kerbs (build up verge to match height) to prevent HGV's from parking/waiting on the verge next to the carriageway. Alongside this, install double yellow lines from the junction with A141 up to entrance to industrial site on both sides of the carriageway.	£19,528.12	£4,528.12	23%	£15,000.00	£15,000.00	£107,222	3.80	3.80	3.00	2.80	3.35
Tydd St Giles	Church Lane	Speeding around the village especially around Kinderley School (MVAS)	MVAS - Provide 1 x MVAS unit with associated battery and mounting equipment. Also install 2 posts to allow for mounting on Church Lane and Kirkgate.	£5,346.69	£600.00	11%	£4,746.69	£4,746.69	£111,969	3.33	3.50	3.17	3.00	3.25

Leverington Parish Council	A1101 / B1169	Reduction in speed limit from 40mph to 30mph on A1101 / B1169	Signs / Lines - Install new 30mph speed limit starting at No 104 Stutton Road, leaving a 40mph buffer to the north. 30/40 roundels as well as potential dragons teeth to highlight the existing 30mph terminal. On Leverington Road, 30mph zone from the signalised junction to the existing 30mph limit.	£5,834.10	£584.00	10%	£5,250.10	£5,250.10	£117,219	3.17	3.67	3.17	2.67	3.17
Newton-in-the-Isle Parish Council	Chapel Lane	Chicane Improvement and safety for pedestrians	Signs / Lines - Advanced "S" bend warning signs and pedestrians in road signs.	£7,130.29	£1,000.00	14%	£6,130.29	£6,130.29	£123,349	2.17	2.33	2.00	1.83	2.08
Wisbech St Mary Parish Council	High Road	Speed management and improve pedestrian safety (30mph limit, chicane)	Civils - Install a new 30mph limit including required signs and repeater signs .Install a priority feature to the east of the junction with Sandbank (outside "Dane End").	£13,651.96	£1,650.00	12%	£12,001.96	£12,001.96	£135,351	2.00	2.00	1.20	1.60	1.70
Christchurch Parish Council	Padgett's Rd	Reduction in speed limit (national speed limit to 50mph & junction improvements)	Signs / Lines & Civils - Install localised 50mph around the housing area, if we linked up with the 50mph limit on Sixteen Foot Bank there would no longer be requirement for any signs other than repeaters. The 50mph limit could be approximately 200m in each direction, from the end of the bulk of housing, therefore still requiring a terminal sign before reaching the housing area. Install a central island on Church Road to improve safety and prevent vehicles from turning onto Church Road on the wrong side of the carriageway.	£17,641.60	£2,641.60	15%	£15,000.00	£15,000.00	£150,351	1.80	1.60	1.60	1.00	1.50
Gorefield Parish Council	High Rd	Footway improvements (resurfacing & widening)	Civils - Resurface section between no.49 and Wolf Lane.	£16,086.60	£1,608.00	10%	£14,478.60	£14,478.60	£164,830	1.50	1.00	1.50	1.17	1.29
				£265,013.16	£100,213.28		£164,829.88	£164,829.88						

Huntingdonshire 22/23 LHI Panel Scores

										Persistent Problem	Road Safety	Community Impact	Added Value	Overall Average Score
Applicant Name	Road Name/Location	Objective/Issue Description	Optimum Solution	£ Estimated Project Cost	£ Applicant	% Applicant	£ CCC	Proposed CCC funding allocation	£ Cumulative CCC Total	Av Score	Av Score	Av Score	Av Score	
Huntingdon Town Council	Desborough Road	Road safety for pedestrians and school children	Civils - Reduce road width to 6m by creating a build-out on either side of the road, with tactile paving and bollards to highlight to approaching drivers that there is a crossing point.	£ 13,668.51	£ 2,000.00	15%	£ 11,668.51	£11,668.51	£11,668.51	4.00	4.20	4.00	4.00	4.05
Brington & Molesworth Parish Council	Brington Road	Speed reduction	Signs / Lines - Extend the current 30 mph limit on the Northern end of the village from Manor Farm for approximately 250m. In addition create two 400m 40 mph buffer zones. 1. At the Northern entrance into Brington which will see Glebe Farm situated inside the new 40 mph buffer zone. 2. At the Southern entrance into Brington. New posts, road markings, terminal/repeater signs and village gateways at the 2 entrances into Brington.	£ 15,618.15	£ 2,655.09	17%	£ 12,963.06	£12,963.06	£24,631.57	3.80	4.20	3.60	3.60	3.80
Warboys Parish Council	A141 Warboys bypass where crossed by public footpath 6	Road safety for pedestrians	Signs / Lines & Civils - Install advanced warning signs on approach to the crossing point in both directions, with a yellow backing board. Install four reflectorised bollards (two either side of carriageway). Improve the ground conditions by creating a hard standing area on both sides and a footpath on western approach, with handrails either side.	£ 21,291.86	£ 6,291.86	30%	£ 15,000.00	£15,000.00	£39,631.57	3.60	4.00	3.40	3.80	3.70
Stilton Parish Council	West side of the village	Speed reduction and road safety	Signs / Lines - Undertake feasibility study and detailed design for the implementation of 20mph zone as highlighted on the map provided by the Parish Council as part of LHI 22-23 bid, with the construction phase being implemented as part of LHI 23-24 bid should the former application be successful and provide an estimated project cost at the construction phase once the design is approved to assist with LHI 23-24 bid.	£ 5,741.77	£ 574.18	10%	£ 5,167.59	£5,167.59	£44,799.16	3.80	3.80	3.80	3.40	3.70
Tilbrook Parish Council	B645 each end of Tilbrook village	Speed reduction	Signs / Lines - Install two 400m long 40 mph buffer zones on the B645 at both entrances into Tilbrook. These are to include dragons teeth and speed roundels. Also, remove derestricted/speed and camera sign above bend warning sign on eastern entrance.	£ 10,418.12	£ 1,045.00	10%	£ 9,373.12	£9,373.12	£54,172.28	3.60	3.80	3.60	3.60	3.65
Fenstanton & Hemingford Grey	London Road, St Ives	Speed reduction	Signs / Lines & Calming - Reduce the existing 40 limit to 30 with supporting physical measures to ensure compliance. Subject to speed survey data install a 40 mph or 50mph speed limit commencing between Galley Hill and Marsh Lane.	£ 14,032.05	£ 5,612.82	40%	£ 8,419.23	£8,419.23	£62,591.51	3.83	3.67	3.67	3.33	3.63
Great Staughton Parish Council	Green Lane (Outside 16)	Road safety at existing crossing	Signs / Lines - Install LED halos around the belisha beacons.	£ 4,655.68	£ 500.00	11%	£ 4,155.68	£4,155.68	£66,747.19	3.60	4.00	3.40	3.40	3.60
St Ives Town Council	Houghton Road	Speed reduction	Signs / Lines - Implement the 30 mph speed limit if the speed data shows that there would be a reasonable level of compliance with the limit. Officer recommendation would be that the 85th percentile speed is no more than 35 mph for this to be a realistic proposition without the need for physical speed reduction measures to be implemented. Provide speed limit roundels and gates to emphasise the start of the 30 limit.	£ 14,680.72	£ 1,908.49	13%	£ 12,680.72	£12,680.72	£79,427.91	3.67	3.67	3.67	3.33	3.58
Grafham Parish Council	Breach Road / Brampton Road	Road safety near junction	Signs / Lines & MVAS - Install an advanced direction sign for Brampton village adjacent to the existing SLOW road marking with the aim of highlighting to drivers that there is a junction on the bend. Provide an MVAS unit.	£ 4,057.27	£ 405.72	10%	£ 3,651.27	£3,651.27	£83,079.18	3.40	3.80	3.60	3.40	3.55
Houghton & Wyton Parish Council	A1123 to Houghton Mill	Speed reduction and road safety	Signs / Lines - Implement a 40mph speed limit with soft traffic calming measures in the form of speed limit roundels adjacent to the repeater signs and at the terminal points.	£ 10,968.27	£ 2,742.00	25%	£ 8,226.21	£8,226.21	£91,305.39	3.17	3.67	3.50	3.67	3.50

Panel Members	
Cllr Adela Costello	Cllr Mac McGuire
Cllr Graham Wilson	Cllr Simon Bywater
Cllr Ian Gardener	Cllr Tom Sanderson

Budget	£	218,040.00
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Hilton Parish Council	Hilton Road / The Ford (Church End)	Speed reduction	Signs / Lines - 30mph speed limit. Officer recommendation would be that the 85th percentile speed is no more than 35mph for a 30 mph speed limit to be implemented without physical measures being provided. The current 85th percentile speeds are generally in the region of 40/41 mph whilst the mean speeds are 33/34	£ 4,454.87	£ 757.00	17%	£ 3,697.54	£3,697.54	£95,002.93	3.67	3.50	3.33	3.33	3.46
Abbots Ripton Parish Council	Station Road	Speed reduction	Signs / Lines - install solar powered signs "advisory 20 limit when wig-wag flash" on either approach to the school to replace the existing wig wag unit and school warning sign near the shop and the children warning sign on the opposite approach.	£ 16,259.07	£ 1,625.91	10%	£ 14,633.16	£14,633.16	£109,636.09	3.60	3.60	3.60	3.00	3.45
Catworth Parish Council	Church Road / Station Road	Pedestrian improvements	Civils - New footway construction	£ 11,099.20	£ 1,109.92	10%	£ 9,989.28	£9,989.28	£119,625.37	3.40	3.60	3.40	3.40	3.45
Huntingdon Town Council	Butts Grove Way / Coneygear Park	Pedestrian improvements	Civils - Installation of a newly footpath linking the existing one adjacent to house number 21.	£ 9,251.44	£ 2,000.00	22%	£ 7,251.44	£7,251.44	£126,876.81	3.40	3.40	3.40	3.60	3.45
Somersham Parish Council	Village Wide	Speed reduction and road safety	Signs / Lines - Implementation of 20mph speed limit on selected roads within Somersham village. Due to the lack of supporting information, i.e. speed survey, we have been unable to assess speed criteria compliance. No traffic calming measures have been costed for.	£ 21,795.84	£ 7,000.00	32%	£ 14,795.84	£14,795.84	£141,672.65	3.50	3.67	3.33	3.17	3.42
Alconbury Weston Parish Council	Vinegar Hill / Buckworth Road / Hammerton Road	Speed reduction	Signs / Lines - Creating three 40 mph buffer zones. 1. Vinegar Hill 2. Buckworth Road. 3. Hamerton Road with new posts with terminal / repeater signs on each entrance. Along with Solar powered MVAS unit to be mounted on the decommissioned VAS unit/sign on Vinegar Hill.	£ 14,965.00	£ 2,394.40	16%	£ 12,570.60	£12,570.60	£154,243.25	3.20	3.80	3.40	3.20	3.40
Keyston & Bythorn Parish Council	Village Wide	Speed reduction	Signs / Lines - Create 350m 40 mph buffer zone on B663 from the Rauds and a 200m 40 mph buffer zone on Toll Bar Lane. Install three posts for the Parish MVAS unit, so they can use this as well, to inform road users of the speed limit.	£ 18,826.02	£ 3,826.02	20%	£ 15,000.00	£15,000.00	£169,243.25	3.20	3.60	3.40	3.40	3.40
Waresley-cum-Tetworth Parish Council	B1040	Speed reduction	Signs / Lines - Newly warning signs to Diag 545 along with "SLOW" road marking on both approaches to the bend	£ 6,842.14	£ 685.00	10%	£ 6,157.14	£6,157.14	£175,400.39	3.60	3.60	3.20	3.20	3.40
Wistow Parish Council	Mill Road / Bridge Street	Speed reduction	Signs / Lines - Install a 260m buffer zone on Mill Road and a 275m buffer zone on Bridge Street/Wistow Toll. Provide a Westcotec Mini (SID) Speed indication device.	£ 11,928.14	£ 1,192.81	10%	£ 10,735.33	£10,735.33	£186,135.72	3.17	3.33	3.67	3.33	3.38
Spaldwick Parish Council	High Street / Thrapston Road / Stow Road	Speed reduction	Signs / Lines - Install three 40 mph buffer zones. 1) High Street from A14 a vey short buffer of 75m in length. 2) Stow Road 400m in length. 3)Thrapston Road 230m in length. Install new posts terminal/repeater signs on all three entrances.	£ 13,338.20	£ 2,667.64	20%	£ 10,670.56	£10,670.56	£196,806.28	3.20	3.60	3.40	3.20	3.35
Chesterton Parish Council	Oundle Road	Speed reduction	Signs / Lines - Install 4x new village gateways (2x on each approach to the village), with Chesterton village name plate. Install dragon's teeth on both approaches with 40mph roundels. Refresh existing lining through the village.	£ 9,321.99	£ 932.20	10%	£ 8,389.79	£8,389.79	£205,196.07	3.40	4.00	3.00	3.00	3.35
Godmanchester Parish Council	Village Wide	Speed reduction	Signs / Lines & Calming - Implement a 20 mph speed limit with speed limit roundels and speed reduction measures on those roads where the speeds are currently too high for a 20 limit to be self- enforcing. The cost of physical speed reduction measures has not been included in the cost estimate.	£ 23,124.41	£ 8,124.41	35%	£ 15,000.00	£15,000.00	£220,196.07	3.00	3.60	3.40	3.40	3.35
Ellington Parish Council	Grafham Road	Speed reduction	Signs / Lines - Create 40 mph buffer zone at Ellington Thorpe.	£ 8,181.35	£ 1,500.00	18%	£ 6,681.35	£6,681.35	£226,877.42	3.60	3.40	3.20	3.00	3.30
Kimbolton & Stonely Parish Council	Village Wide	Speed reduction	Signs / Lines - Install 40 mph buffer zones on 1) B645 Tilbrook Rd, Kimbolton 400m long 2) B645 Main Road Stonely 400m long. 3) B660 Park Lane Stonely 400m long 4) B660 Catworth Rd, Kimbolton 400m long 5) Stow Road, Kimbolton 275m long.	£ 13,852.20	£ 1,385.22	10%	£ 12,466.98	£12,466.98	£239,344.40	3.40	3.40	3.20	3.20	3.30
Elton Parish Council	B671 "Overend" Elton	Speed reduction	Civils & MVAS - The Parish would like to implement traffic calming measures along Wansford Road, in order to reduce vehicle speeds travelling into the village. A priority-working system within the 30 mph speed limit has been proposed. In addition, provision of Mobile Vehicle Activated Signs (MVAS).	£ 17,421.60	£ 2,500.00	14%	£ 14,921.60	£14,921.60	£254,266.00	3.40	3.60	3.20	2.80	3.25
Perry Parish Council	B661	Speed reduction	Signs / Lines - Install two 40 mph buffer zones on the B661 at both entrances into Perry. Both buffer zones are to be 350m long. Also provide MVAS unit with 4 posts to mount the unit on, in various locations to help inform vehicle users the need to reduce their speed.	£ 12,283.76	£ 2,000.00	16%	£ 10,283.76	£10,283.76	£264,549.76	3.00	3.60	3.20	3.20	3.25
Sawtry Parish Council	The Old Great North Road	Speed reduction	Signs / Lines - Implement a 40 mph speed limit from a point in advance of the entrance to the cemetery to a point in advice of the access to Wilsons Metals. Install speed limit roundels at the terminal points and at the repeater signs.	£ 9,586.64	£ 958.66	10%	£ 8,627.98	£8,627.98	£273,177.74	3.20	3.40	3.20	3.20	3.25

Old Hurst Parish Council	The Lane / St Ives Road	Pedestrian improvements	Civils - Build a 30m stretch of footway at a width of 1.5m to connect the two existing footways up. An edge line is to be installed along the carriageway at point of new footway connection and extending for 20m further west.	£ 20,328.37	£ 5,328.37	26%	£ 15,000.00	£15,000.00	£288,177.74	3.00	3.17	3.33	3.33	3.21
Huntingdon Town Council	Sallowbush Road / Beech Close	Parking improvements	Signs / Lines - Install double yellow lines around the junction.	£ 2,992.92	£ 867.95	29%	£ 2,124.97	£2,124.97	£290,302.71	3.00	3.20	3.20	3.40	3.20
Woodhurst Parish Council	West End and South Street	Speed reduction	Signs / Lines - Implementation of 20mph speed limit indicated by terminal signs and repeater signs along South Street, Woodhurst. Additional affected roads will be: The Paddocks; Fullards Close. Supply and installation of the traffic signs only have been costed. No allowance has been made for additional traffic calming measures should the speed criteria be not met.	£ 10,575.84	£ 1,586.38	15%	£ 8,575.84	£8,575.84	£298,878.55	3.17	3.17	3.33	2.83	3.13
Barham & Woolley Parish Council	Woolley Road	Speed reduction	Signs / Lines - Creating three 40 mph buffer zones. 1. Belton's Hill 2. Woolley Road. 3. Barham Road with new posts as well as terminal/repeater signs and village gateways at each entrance. Along with the one Solar powered MVAS unit.	£ 24,055.55	£ 9,055.55	38%	£ 15,000.00	£15,000.00	£313,878.55	3.00	3.20	3.20	3.00	3.10
Little Paxton Parish Council	Chestnut Walk / Little Paxton Lane	Pedestrian improvements	Civils - Install dropped kerbs both sides, tidy up existing footway link on northern side, install tactile paving and a street light on the southern side.	£ 15,150.73	£ 1,515.07	10%	£ 13,635.66	£13,635.66	£327,514.21	3.17	3.17	3.17	2.83	3.08
Great Gransden Parish Council	Village Wide	Speed reduction	Signs / Lines - Implementation of 20mph speed limit from existing 30 mph speed limit across various roads within Gransden. The affected roads will be as follows; Crow Tree Street, Church Street, Mill Road, Sand Road, East Street, Caxton Road and Fox Street	£ 15,855.84	£ 2,000.00	13%	£ 13,855.84	£13,855.84	£341,370.05	3.17	3.17	2.83	2.83	3.00
Pidley-cum-Fenton Parish Council	B1040 / B1089	Speed reduction	Signs / Lines - Install two 400m 40mph buffer zones 1) Pidley Sheep Lane on approach to the B1040 / B1089 junction. 2) Warboys Rd / B1040 on approach to priority give way feature. Installation of new posts for terminal & repeater signs along with dragons teeth and speed roundels at both locations.	£ 9,580.21	£ 958.02	10%	£ 8,622.19	£8,622.19	£349,992.24	2.83	3.33	3.17	2.67	3.00
Holywell-cum-Needingworth Parish Council	Bluntisham Road	Speed reduction	Signs / Lines - 40 mph speed limit and newly village gateways along Bluntisham Road. 30mph speed limit signs at Turnpike close junction with Bluntisham Road for the built housing development. Provision of warning sign highlighting informal pedestrian crossing along Bluntisham Road.	£ 14,425.84	£ 3,350.00	23%	£ 11,075.84	£11,075.84	£361,068.08	2.83	3.33	2.83	2.83	2.96
Ramsey Parish Council	Stocking Fen Road / Great Whyte	Road safety improvements	Civils - Remove the existing mini-roundabout and replace with a give-way on Stocking Fen Road. Existing illuminated signs would need to be removed and disconnected. Existing street lighting column would need to be repositioned. The give-way sign would require illumination. To remove the lining of the mini-roundabout, Hydro-Blasting will be used.	£ 36,531.91	£ 21,531.91	59%	£ 15,000.00	£15,000.00	£376,068.08	3.00	2.40	2.60	2.20	2.55
Brampton Parish Council	Manor Close / High Street	Parking improvements	Signs / Lines - Provision of double yellow lines. Full extents to be determined at detailed design stage.	£ 6,356.00	£ 635.60	10%	£ 5,720.40	£5,720.40	£381,788.48	2.67	2.50	2.50	2.50	2.54
St Neots Town Council	Great North Road Between Nelson Road & Little End Road	Pedestrian / cycle improvements	Civils - Provision of suitable linear drainage as well as footway resurfacing to provide a good finish across the footway. The new linear drainage to replace existing dishd channel kerb drainage.	£ 25,399.20	£ 10,399.20	41%	£ 15,000.00	£15,000.00	£396,788.48	2.33	2.33	2.17	2.50	2.33
Hail Weston Parish Council	B645 Cycle Path from Hail Weston to the A1 over bridge at Crosshall	Pedestrian / cycle improvements	Signs / Lines - Install solar studs along entire length of cycle path from bridge of A1 to junction with Kimbolton Road and High Street	£ 23,501.52	£ 8,501.52	36%	£ 15,000.00	£15,000.00	£411,788.48	2.40	2.60	2.20	1.80	2.25
Great Paxton Parish Council	Church Lane / High Street	Pedestrian improvements	Civils - Repair 70m of existing footway, siding out existing verge, adding a new kerb line and cutting back hedgerows. Re-instatement existing edge line.	£ 30,888.84	£ 15,888.84	51%	£ 15,000.00	£15,000.00	£426,788.48	2.00	2.17	2.00	1.67	1.96
St Neots Town Council	Primary Schools located in St Neots	School safety	Signs / Lines - Priory Junior School: 2no. proposed along Longsands Road. The Round House Primary: 2no. proposed signs where deemed appropriate. Samuel Pepys School: 1no. proposed sign along Pepys Road Overall a minimum of 19 new signs to be installed as part of the scheme. NB: Wintringham Primary Academy - Highways adoption is yet to take place. Therefore, no works can be undertaken in the interim.	£ 68,359.64	£ 53,359.64	78%	£ 15,000.00	£15,000.00	£441,788.48	1.83	2.00	1.83	1.83	1.88
St Neots Town Council	Market Square	Parking improvements	Civils - Existing oak posts to be relocated behind the kerb line. Town Council have been requested to amend their application to remove the bus stop element.	£ 4,942.48	£ 1,235.62	25%	£ 3,706.86	£3,706.86	£445,495.34	1.83	1.67	2.00	1.83	1.83

St Neots Town Council	St Mary's Street, Berkley Street, Barford Road and all residential streets to the west, up to the river	Speed reduction and improvements to existing mini roundabout	Signs / Lines - 1) Implementation of 20mph speed limit through St Mary's Street and Berkley Street. The full extents to be determined at the next stage. 2) Improve the conspicuity of the mini-roundabout present at Montagu Street, St Mary's Street and Berkley Street junction. 3) Installation of appropriate signs in order to prohibit towed caravans on Luke Street and Buckley Road due to the road layout. The preferred route to the campsite will be leading towards Montague Street and/or Hardwick Road instead.	£ 31,739.98	£ 16,739.98	53%	£ 15,000.00	£15,000.00	£460,495.34	1.67	1.67	1.83	1.50	1.67
			NB: Due to the lack of supporting information, i.e. speed survey, we have been unable to assess speed criteria compliance. Also, no additional traffic calming measures have been assumed at this stage.	£ 678,349.14	£ 217,348.00		£ 460,495.34	£ 460,495.34						

South Cambridgeshire 22/23 LHI Panel Scores														
<div> <div>Panel Members</div> <div> <div>Cllr Brian Milnes</div> <div>Cllr Edna Murphy</div> <div>Cllr Mandy Smith</div> <div>Cllr Ros Hathorn</div> </div> <div> <div>Cllr Peter McDonalds</div> <div>Cllr Henry Batchelor</div> <div>Cllr Sebastian Kindersley</div> </div> </div> <div> <div>Budget</div> <div>£171,940.00</div> </div>										Persistent Problem	Road Safety	Community Impact	Added Value	Overall Average Score
Applicant Name	Road Name/Location	Objective / Issue Description	Optimum Solution	£ Total Estimated Project Cost	£ Applicant Contribution	% Applicant Contribution	£ CCC	£ Proposed CCC funding allocation	£ Cumulative CCC Total	Av Score	Av Score	Av Score	Av Score	
Bassingbourn Parish Council	Brook Road / North End / High Street / South End	Road Safety speed reduction- School Road Safety.	Raised features - Installation of new raised features along Brook Road. Costs provide for the installation of 3 pairs. First pair would be located near No 9 Brook Road, with the remaining pairs along the road to near the 30mph limit. Costs include for new warning signs also.	£18,791.11	£3,800.00	20%	£14,991.11	£14,991.11	£14,991	4.43	4.43	4.14	4.14	4.29
Teversham Parish Council	Airport Way	Speed reduction	Speed limit - Extend the existing 40mph speed limit to cover the cycle/pedestrian island and then reduce the existing national speed limit to 50mph to the roundabout, matching into the existing 50mph speed limit on Newmarket Road. Install roundels at the entrances, along with dragon's teeth	£6,126.54	£612.65	10%	£5,513.88	£5,513.88	£20,505	4.29	4.43	4.14	3.86	4.18
Toft Parish Council	School Lane	Reduction to 20mph and include MVAS	Signs / Lines - 20mph zone and MVAS unit	£9,607.37	£2,000.00	21%	£7,607.37	£7,607.37	£28,112	4.14	4.00	3.57	3.71	3.86
Orwell Parish Council	High Street / Town Green Road / Hurdleditch Road	Speeding throughout the village (MVAS)	MVAS unit including new posts.	£6,412.88	£644.00	10%	£5,768.88	£5,768.88	£33,881	4.00	4.17	3.83	3.33	3.83
Great Wilbraham Parish Council	Mill Road / Station Road / The Lanes	Speeding through village with HGV's being a particular issue. Including possible 40mph buffer zone, reduction of speed and MVAS	Speed limit / civils - Installation of gateway features, signs / lines and 40 buffer zones and MVAS	£21,927.49	£6,927.49	32%	£15,000.00	£15,000.00	£48,881	3.86	4.00	4.00	3.43	3.82
Melbourn Parish Council	New Road / Mortlock Street	Traffic calming with speeding including 20mph	Raised features - 40mph buffer zone. Installation of speed cushions, one alongside existing GW feature at entry point to village, and a further 3 pairs of cushions on New Road. 20mph Zone. Advisory HGV sign at junction with Beechwood Avenue.	£26,324.63	£11,400.00	43%	£14,924.63	£14,924.63	£63,806	4.00	4.00	3.71	3.57	3.82
Little Abington Parish Council	Newmarket Road	Anti social parking by cars and HGVs	Parking restrictions - Install double yellow lines northwest side for a distance of 150-200m and install double yellow lines southeast side from roundabout to garage exit and then from exit in a southerly direction for 150-200m.	£6,131.09	£3,750.00	61%	£2,381.09	£2,381.09	£66,187	4.17	3.67	3.83	3.50	3.79
Swavesey Parish Council	Fen Drayton Road	Reduce speed of traffic to include 40mph buffer zone, extensions 30mph and a village gateway	Signs / Lines - 30mph extension and 40mph buffer zone.	£8,861.33	£1,000.00	11%	£7,861.33	£7,861.33	£74,048	4.00	3.83	4.00	3.33	3.79
Harston Parish Council	Station Road	School safety	Signs/Lines - Installation of solar powered flashing school signs and double yellow lines.	£14,971.70	£2,000.00	13%	£12,971.70	£12,971.70	£87,020	3.83	3.67	3.83	3.67	3.75
Willingham Parish Council	B1050 North / South	Speed control - less accessible for HGVs and traffic volume	Signs / Lines - At 30mph terminals - New 30 / 40 mph Speed Roundels and dragons teeth. Nr 167 - Raised white thermoplastic central island and hatching either side. Nr 131 - Raised white thermoplastic central island and hatching either side. Nr 65 - Raised white thermoplastic central island and hatching either side.	£14,406.33	£2,000.00	14%	£12,406.33	£12,406.33	£99,426	3.86	4.14	3.43	3.43	3.71

Dry Drayton Parish Council	Oak Crescent	Anti-social and unsafe parking damaging existing highway verge. Creation of parking spaces and use of parking restrictions to prevent current parking issues in area.	Civils - Create a layby near bus stop adjacent to footway. Realign HB2 kerbs to edge of existing footway and taper in/out. At eastern extent asphalt 2.5m offset from edge line to create similar construction to layby to allow vehicles to park parallel - this avoids tree root issues.	£19,835.64	£4,836.00	24%	£15,000.00	£15,000.00	£114,426	3.83	3.33	4.00	3.50	3.67
Litlington Parish Council	South St / Meeting Lane	Speed reduction and increased road safety	Raised features - 2 pairs of speed cushions on approach to right turn within one way system.	£17,209.82	£2,500.00	15%	£14,709.82	£14,709.82	£129,136	3.83	3.83	3.83	3.17	3.67
Fulbourn Parish Council	Shelford Road	Speeding including 40mph buffer zone, pinch points or cushions, speed camera and additional signage	Raised Features - Installation of 40mph buffer zone and speed cushions on Shelfords Road.	£20,300.30	£10,000.00	49%	£10,300.00	£10,300.00	£139,436	4.14	3.57	3.43	3.43	3.64
Foxton Parish Council	Fowlmere / Barrington / Shepreth Road	Speed calming / road safety	Signs / Lines & MVAS - Installation of gateway features, signs / lines and 40 buffer zones. & 2x MVAS	£18,810.81	£4,500.00	24%	£14,310.81	£14,310.81	£153,747	4.00	3.33	3.83	3.33	3.63
Thriplow Parish Council	Middle Street / Fowlmere Road / Church Street / School Lane	Speeding throughout the village (MVAS)	MVAS unit	£6,772.66	£1,400.00	21%	£5,372.66	£5,372.66	£159,120	4.00	3.83	3.33	3.33	3.63
Madingley Parish Council	Madingley Road	Speeding and pedestrian safety improvements.	Signs / Lines - Warning signs on A1303 and SLOW markings on road. Look to rationalise existing signs and remove what is no longer needed.	£4,597.85	£525.00	11%	£4,072.85	£4,072.85	£163,192	4.00	4.00	3.14	3.29	3.61
Hatley Parish Council	Main Street	Speed reduction	Signs/Lines - Installation of 30mph limit through Hatley St George	£15,868.91	£1,587.00	10%	£14,281.91	£14,281.91	£177,474	3.67	3.67	3.67	3.33	3.58
Heydon Parish Council	Fowlmere Road / Heydon Lane / Chishill Street	Speeding throughout the village (MVAs)	MVAS unit	£6,412.88	£1,000.00	16%	£5,412.88	£5,412.88	£182,887	3.67	3.33	3.83	3.33	3.54
Duxford Parish Council	Moorfield Road / Chapel Street / Hinxton Rd / St Peter's Street	Introduction of 20mph to reduce speed and increase road safety	Signs / Lines - 20 mph Zone	£6,518.18	£651.82	10%	£5,866.36	£5,866.36	£188,754	4.00	3.50	3.50	3.17	3.54
Guilden Morden Parish Council	Ashwell Road / Potton Road / Trap Road	Traffic calming at 3 access entries to village including 40mph buffer zones	Speed limit / civils - Installation of 40 buffer zones	£17,694.99	£2,694.99	15%	£15,000.00	£15,000.00	£203,754	3.83	3.83	3.33	3.17	3.54
Linton Parish Council	Village Wide	Improve safety and address congestion, parking and speeding throughout the village including DYL, YL, parking bays, reduction to 20mph, improve signage	Signs / Lines - Install double yellow lines along High Street, locations to be discussed with Parish Council. Mark out parking bays in lay-by on High Street outside the Public House. Install double yellow lines at the junction of the sides roads off of High Street, to prevent dangerous parking	£6,681.09	£668.11	10%	£6,012.98	£6,012.98	£209,767	3.83	3.17	3.50	3.67	3.54
Whittlesford Parish Council	Hill Farm Road	Speed reduction to 30mph and moving the 40mph further back to create a buffer zone	Signs / Lines - Install dragon's teeth road markings at existing 40mph speed limit, refresh 40mph roundel and red surfacing. Install a village gateway on western side of carriageway. Install a 50mph speed limit on top of the existing 40mph speed limit through to A505.	£14,249.54	£1,424.95	10%	£12,824.59	£12,824.59	£222,591	3.67	3.83	3.50	3.17	3.54
Barton Parish Council	High Street	Temp 20mph (covid) to a perm 20mph speed limit & possible 20mph on Barton Greenways	Signs / Lines - Installation of 20mph Zone on High St.	£11,034.95	£5,000.00	45%	£6,034.95	£6,034.95	£228,626	3.43	3.71	3.43	3.57	3.54
Shepreth Parish Council	Village Wide including; Fowlmere Road / Barrington Road / Station Road / Meldreth Road / High Street	Speed monitoring (MVAS)	MVAS unit including new posts.	£6,119.05	£700.00	11%	£5,419.05	£5,419.05	£234,045	3.86	3.57	3.43	3.29	3.54
Girton Parish Council	Thorton / St Margaret's Road / Weavers Field	Junction improvement by parking restrictions (DYL) to include replacement of bollards	Signs / Lines - DYL's and bollards	£10,237.34	£1,200.00	12%	£9,037.34	£9,037.34	£243,083	3.50	3.83	3.33	3.33	3.50
Horningsea Parish Council	Clayhithe Road	Road narrowing / priority narrowing at the northern entrance of village. Including formalised footway	Civils - Chicane feature at entry to village at 30mph start	£18,227.96	£3,228.00	18%	£14,999.96	£14,999.96	£258,082	3.71	3.71	3.29	3.29	3.50

Shudy Camps Parish Council	Nosterfield End	Improve road safety in relation to speeding (MVAs) with customised alerts	MVAS unit	£4,339.64	£900.00	21%	£3,439.64	£3,439.64	£261,522	3.83	3.67	3.33	3.17	3.50
Meldreth Parish Council	Whitcroft Road	Speed reduction and highway safety	Raised Features - Install 4x sets of recycled rubber speed cushions along Whitcroft Road from existing 30mph north of the village southerly towards the centre of the village.	£20,633.98	£5,633.98	27%	£15,000.00	£15,000.00	£276,522	3.71	3.71	3.29	3.14	3.46
Eltisley Parish Council	Village Wide	Advisory weight limit signs at entrances to the village to deter HGV through traffic.	Signs - Advisory HGV Signs	£6,329.65	£650.00	10%	£5,679.65	£5,679.65	£282,202	4.00	3.17	3.33	3.33	3.46
Weston Colville Parish Council	Village wide	Speed control and village gateways	Signs / Lines - B1052 Brinkley approach - New gateways, 30mph speed roundel. Mill Hill - New gateways, 30mph speed roundel. B1052 Church End - New gateway (on the on side only), 30mph speed roundel. Common Road - New gateways, 30mph roundel. Chapel Road - New gateway (on the on side only), 30mph speed roundel.	£16,980.77	£1,990.00	12%	£14,990.77	£14,990.77	£297,193	3.33	4.00	3.33	3.00	3.42
Waterbeach Parish Council	Bannold Rd	Speed issues - introduce speed control / road narrowing and improve on school road safety	Civils - road narrowing's at two locations on Bannold Road - JR to check with JC as PC only want one location needed now	£24,836.67	£9,836.67	40%	£15,000.00	£15,000.00	£312,193	3.57	3.29	3.71	3.00	3.39
Bartlow Parish Council	Deans Road/Camp Road	Parking restrictions at 4way junction. Speed control though the centre of village (MVAs)	Signs / Lines - DYL's and MVAS	£11,265.21	£1,130.00	10%	£10,135.21	£10,135.21	£322,328	3.83	3.67	3.33	2.67	3.38
Oakington & Westwick Parish Council	Village Wide including; Dry Drayton Road / Cambridge Road / Water Lane / Station Road / Cottenham Road	Introduction of 20mph	Signs / Lines - 20mph zone	£17,508.92	£3,000.00	17%	£14,508.92	£14,508.92	£336,837	3.43	3.29	3.29	3.43	3.36
Boxworth Parish Council	Village Wide	Persistent vehicles speeding through the village. Vehicles taking shortcuts to and from the A14.	MVAS unit	£4,752.14	£500.00	11%	£4,252.14	£4,252.14	£341,089	3.33	3.67	3.83	2.50	3.33
Great Abington Parish Council	Village Wide	Improve road safety in relation to speeding (MVAs)	MVAS unit	£4,339.64	£1,500.00	35%	£2,839.64	£2,839.64	£343,928	3.50	3.33	3.50	2.83	3.29
Balsham Parish Council	Various	Speed awareness entering the village	Signs / Lines - 40mph buffer zones and road markings	£22,392.70	£7,392.70	33%	£15,000.00	£15,000.00	£358,928	3.20	3.00	3.60	3.00	3.20
Hauxton Parish Council	Jopling Way and the Lane	Speed reduction to 20mph access roads to the school including signs and lines	Signs / Lines - 20 mph Zone	£6,518.18	£675.00	10%	£5,843.18	£5,843.18	£364,772	3.50	3.33	3.00	2.83	3.17
Hinxton Parish Council	Village Wide	Speed monitoring (MVAS) and creating a one way on Hunts Lane	Sign / Lines - MVAS and One Way System	£13,395.37	£1,340.00	10%	£12,055.37	£12,055.37	£376,827	3.17	3.17	2.83	2.83	3.00
Horseheath Parish Council	Mill Green / Horseheath Green / Cardinal's Green	Installation of village gates including signs and lines	Speed limit / civils - Installation of gateway features and signs / lines	£13,355.28	£1,340.00	10%	£12,015.28	£12,015.28	£388,842	3.00	3.17	3.00	2.83	3.00
Ickleton Parish Council	Brookhampton Street / Coploe Road / Grange Road	Installation of 3 village gates	Speed limit / civils - Installation of gateway features and signs / lines	£14,851.86	£2,000.00	13%	£12,851.86	£12,851.86	£401,694	3.17	2.83	3.17	2.83	3.00
Bourne Parish Council	Fox Road / B1046	Speeding to existing 30mph limit on Fox Road	Civils - To narrow the existing inbound lane on Fox Road, to create a slightly tighter approach angle to reduce vehicle speeds.	£26,237.26	£11,237.26	43%	£15,000.00	£15,000.00	£416,694	3.14	2.43	2.57	2.43	2.64
Sawston Parish Council	Mill Lane / New Road / Church Lane	Introduction of speed cushions	Raised Features - speed cushions at various locations and 20mph zones on Mill Lane / New Road only, (remove Church Lane, PC to advise).	£41,507.58	£26,507.58	64%	£15,000.00	£15,000.00	£431,694	2.33	2.17	2.00	2.17	2.17
				£583,377.29	£151,683.20		£431,694.14	£431,694.14						

Report title:	March Future High Street Fund and St Neots Future High Street Fund Projects
To:	Highway and Transport Committee
Meeting Date:	26 April 2022
From:	Steve Cox, Executive Director, Place and Economy
Electoral division(s):	March North and Waldersey St Neots Priory Park and Little Paxton St Neots The Eatons
Key decision:	Yes
Forward Plan ref:	2022/059
Outcome:	To report progress of the March Future High Street Fund Project and St Neots Future High Street Fund Project and seek approval to the recommendations below to enable the project to progress to design and construction aligned with the funding constraints.
Recommendation:	<p>That the committee:</p> <ul style="list-style-type: none">a. note progress to date regarding the March Future High Street Fund project;b. agree that the Council accept £5,095,757 of funding from Fenland District Council to deliver the March Future High Street Fund project;c. delegate a Decision to enter into a Delivery and Funding Agreement with Fenland District Council to the Director of Highways and Transport;d. delegates a Decision to Award and enter into a construction contract for the construction works from an existing framework or open procurement process to the Director of Highways and Transport to enable the construction of the March Future High Street Fund Project to commence from early 2023 and the Market Square element from Summer 2022;e. note progress to date regarding the St Neots Future High Street Fund project;f. agree that the Council accept £7,870,685 of funding from Huntingdonshire District Council to deliver the St Neots Future High Street Fund projectg. delegate a Decision to enter into a Delivery and Funding Agreement with Huntingdonshire District Council to the Director of Highways and Transport; and

- h. delegates a Decision to Award and enter into a construction contract for the construction works from an existing framework or open procurement process to the Director of Highways and Transport to enable the construction of the St Neots Future High Street Fund Project to commence from early 2023.

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1. Background

March Future High Street Fund (FHSF) project background information.

- 1.1 March is a historic town that sits at the centre of Fenland District Council (FDC) on the course of the River Nene. March's heritage is rooted in the railway and the town is well connected through local and regional transport networks. The 2009 Fenland Retail Study and 2019 Growing Fenland Strategy identified March as one of Fenland's two major town centres, providing a range of facilities for an extensive rural catchment area. However, in common with many rural towns, March has suffered from the national trends affecting the way town centres are used.
- 1.2 FDC commissioned the development of the March FHSF Feasibility Study and developed a Full Business Case (FBC) to support the funding of the project. The FBC contains a Strategic review which is of relevance to the March FHSF bid and included the Cambridgeshire and Peterborough Local Industry Strategy, the Cambridgeshire and Peterborough Independent Economic Review, Fenland Local Plan Adopted 2014, Fenland Economic Development Strategy 2012-2013, Growing Fenland Strategy, and the March Neighbourhood Plan.
- 1.3 Early support from the Cambridgeshire and Peterborough Combined Authority (CPCA) including the Market Towns Programme supported a successful FHSF bid for March. This support including £200,000 of CPCA revenue funding provided to FDC to develop a Masterplan for the town of March.
- 1.4 A FHSF consultation process was conducted by FDC throughout 2019 and 2020 and included consultation with FDC local members through several All-Members Seminars, March Town Council members, online Community consultation process, and other stakeholders.
- 1.5 A bid was launched to the Ministry of Housing, Communities and Local Governance (MHCLG) for Future High Street Funding and was approved in May 2020 by FDC Cabinet prior to submission. The MHCLG has subsequently approved this submission in January 2021.
- 1.6 The March Future High Street project consist of a number of packages, all contributing to the regeneration and upgrade of the March Town centre and surrounding area. This report refers to three of these packages namely:
 - Broad Street
 - Riverside North
 - Market Square
- 1.7 The Council, as the highway authority, was approached in May 2021 by FDC to serve as a Delivery Agent in developing and delivering these packages beyond the outline design that formed part of the bid.
- 1.8 Monthly March FHSF Project Boards have been set up to manage and drive the project forward and will continue until the completion of the project. The project governance is consistent with other projects being delivered by the Council. This consists of a Project

Board where the Council are the “Delivery Agent” and the Project Sponsor are FDC. The CPCA are also represented, due to the linkages with the Broad Street element which is funded by the CPCA. FDC are leading all stakeholder engagements with local Members, business and residents. A good working relationship has been established between the parties.

St Neots FHSF Background Information

- 1.9 St Neots is a well-connected town with good transport links and an attractive riverside location. Footfall in the town centre however is falling, in common with other UK towns, due to the competition from on-line shopping and a move to out-of-town areas. Currently limited cultural and leisure offerings in the town centre limit its pull as a destination for families.
- 1.10 In 2019 HDC commissioned the development of the St Neots Future High Street Fund Feasibility Study and formed part of the final submission to the Ministry of Housing, Communities and Local Governance (MHCLG).
- 1.11 HDC received a range of letters of support from across the political and businesses communities prior to the submission of the original FHSF bid.
- 1.12 HDC was successful in securing funding from the MHCLG, CPCA and National Highways.
- 1.13 The St Neots FHSF project consist of a number of packages, all contributing to the regeneration and upgrade of the St Neots Town centre and surrounding area. This report refers to three of these packages namely:
 - St Neots Road Bridge Improvements
 - Market Square Improvements
 - High Street Improvements
- 1.14 The Council, as the Highway Authority, was approached by HDC in May 2021 to serve as a delivery agent in developing and delivering these packages on their behalf.
- 1.15 Monthly St Neots FHSF Project Boards have been set up to manage and drive the project forward and will continue until the completion of the project. The project governance is consistent with other projects being delivered by the Council. This consists of a Project Board where the Council are the “Delivery Agent” and the Project Sponsor are HDC. HDC are leading all stakeholder engagements with local Members, business and residents.

2. Main Issues

March FHSF Project

- 2.1 The March FHSF project is a public realm improvement scheme, providing more access to open spaces in the town centre. It transforms the town centre from a vehicle dominated space to a place of destination which the community can enjoy. This initiative will attract increased footfall and benefit local business.
- 2.2 The project consists of three packages:

- Broad Street – This project will replace an existing section of road with new paving, replace the signalised junction with roundabout, improve pedestrian connectivity, drainage, hard and soft landscaping, lighting, and the accommodation of the existing war memorial and fountain within the footprint;
- Riverside North – This project is adjacent to the Broad Street project. The current toilet block facilities will be demolished, and the area renovated with new paving, hard and soft landscaping, and seating arrangements for the community to enjoy. It will directly overlook the River Nene and the Southbank, creating a pleasant area to sit and dwell;
- Market Square – The current paving in this area will be extended to facilitate more seating and open space for members of public to enjoy. The car park will be refreshed with new surface dressing and a general maintenance tidy up of the area;

2.3 The programme below shows the alignment of both the March FHSF Projects and March Area Transport Strategy (MATS) Broad Street element to ensure construction can commence early 2023.

March FHSF & Broad Street MATS	2021/2022						2022/2023												2023/2024											
	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March
Commissioning																														
Preliminary Design																														
Detailed Design																														
Works Info and Contract Info																														
Construction Procurement																														
Mobilisation																														
Construction																														

Both projects are programmed to run concurrently to create the potential to deliver multiple efficiencies including design, procurement and construction. There is potential for one contractor to deliver both projects, delivering greater value for money, efficiency and the opportunity to ensure the impact on business, residents and traffic can be minimised. The programme is challenging, driven by the requirement of the FHSF funding criteria, which requires completion of works by end March 2024.

March FHSF – Market Square Programme

March FHSF Market Square	21/22		2022/2023													
	February	March	April	May	June	July	August	September	October	November	December	January	February	March		
Commissioning																
Preliminary Design																
Detailed Design																
Works Info and Procurement																
Mobilisation																
Construction																

There is a strong desire from FDC's stakeholders and Members to deliver the more simple Market Square section of the project within the calendar year of 2022. Again, this is a demanding programme, and the works would need to be completed by end November 2022, to avoid the Christmas period which commences in early December. This design work is being progressed by the Council's Term Service Contractor Milestone, who would also be commissioned to deliver construction for expediency avoiding a lengthy procurement process.

- 2.4 FDC have a budget of £6,022,292 to deliver these March FHSF projects. Of this budget FDC will directly spend £926,535 on the early design, site investigation and FDC associated costs. Subject to committee accepting the recommendations within this report, the remaining balance of £5,095,757 will be received by the County to deliver the March Future High Street Fund projects. A high-level budget breakdown to deliver the project is shown below.

Item	Value
Design, Site Investigation and FDC Associated Costs	£926,535
Project Delivery (Management and Supervision)	£718,652
Construction	£3,427,331
Risk	£624,222
Optimism Bias	£325,552
TOTAL	£6,022,292

- 2.5 The FHSF funding conditions under which FDC are required to deliver this project dictates that the project must be completed in terms of construction by the end of March 2024. It is therefore essential that the construction of this project commences early 2023. This project is aligned geographically and logistically with the March Access Transport Strategy Broad Street project and are required to be constructed at the same time. Please see Appendix A illustrating the physical relationship between the projects.
- 2.6 The preliminary design has already been developed, having been well received by local stakeholders, and will move into the detailed design. See Appendix B for the March FHSF general layouts that will be developed further.

St Neots FHSF Project

- 2.7 The St Neots FHSF project is a public realm improvement scheme, providing more access to open spaces in the town centre for visitors to enjoy. This initiative is also designed to benefit local business.
- 2.8 The project consists of three packages:

St Neots Road Bridge Improvements – Improved footway surface and lighting will be introduced on this project, improving pedestrian experience when walking from the Riverside carpark and residences on the west side to the Town Centre;

Market Square – This project aims to change the look, feel and use of the current parking area which are used certain days of the week for market days. The proposal will consider the removal of parking from this area, transforming it into a public space, where market days, concerts and other community activities can be held. Hard and soft landscaping will be introduced. It also opens up greater access to the shops and businesses on the outer edges of the market square, benefitting business and patrons. This will be a place of arrival and congregation with less traffic;

High Street Improvements – This project improves the space and access that pedestrian have through this area, focusing on the B1428 High Street/B1041 New Street junction, the B1428 High Street/B1043 Huntingdon Street, and the Moore's Walk/Church Walk connectivity;

- 2.9 The delivery programme is set out below. The FHSF funding of £929,000 and CPCA funding of £3.1m, totalling £4.029m both expire in March 2024, and as such construction of the project must commence in early 2023 to ensure the funding criteria is met. Additional funding from National Highways of £3.5m was secured by HDC in early 2022 which needs expenditure by September 2024. A further HDC contributions of £993,000 has been made available for the project that expires in March 2025. These funding constraints are reflected in the programme below.

St Neots FHSF	2021/2022				2022/2023								2023/2024								2024/2025									
	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March
Commissioning																														
Preliminary Design																														
Detailed Design																														
Works Info and Contract Info																														
Construction Procurement																														
Mobilisation																														
Construction																														

The programme is challenging, driven by the requirement of the FHSF/CPCA funding criteria, which requires completion of a high proportion of the works by end March 2024.

- 2.10 HDC have an overall budget of £8.55m to deliver the project. From this budget HDC will directly spend £679,315 on the early design, site investigation and their associated costs. Subject to this committee accepting the recommendations within this report, the remaining balance of £7,870,685 will be received by the County to deliver the St Neots Future High Street Fund project. A high-level budget breakdown to deliver the project is shown below.

Item	Value
Design and Site Investigation	£679,315
Project Delivery (Management and Supervision)	£975,324
Construction	£5,320,662
Risk	£1,013,411
Optimism Bias	£561,288
TOTAL	£8,550,000

2.11 Early engagement on these projects has taken place in consultation with local Members and stakeholders, and initial designs will be developed following consultation In May 22 which will lead to the detailed design stage.

1. St Neots Bridge Improvements
2. St Neots Market Square
3. St Neots High Street Improvements

These locations are shown in Appendix C.

2.12.1 Key risks for both Future High Street projects are:

- a) The compressed design program is reliant on appropriate resourcing, performance and delivery in a challenging market place;
- b) Delayed Delivery/Funding Agreement between the Council and the District Councils may impact the overall programme;
- c) Delays within HDC or FDC for approvals, commissions and decisions as the Project Sponsor is a risk to the overall programme;
- d) Significant design amendments requested from HDC, FDC, Members or 3rd party stakeholders is a significant risk to the programme;
- e) Construction cost and utility protection and /or diversion cost are estimates only and not based on contractual Target Costs or actual utility company diversion estimates, although risk and inflation has been included to mitigate this cost risk during initial costing review Summer in 2021;
- f) Impact of COVID, Brexit, lack of supply chain now exacerbated by the conflict in the Ukraine on construction – potential to be a significant resource, material, construction cost and programme risk;
- g) Mobilisation – upon confirmation to commence construction it is approximately four weeks programmed for mobilisation which is very challenging for the supply chain;
- h) Long lead items – items cannot be ordered until instructed to commence and may potentially delay the overall programme;

The risks are managed through project governance, where the Council are the Delivery Agent and FDC, HDC and the CPCA are the Project Sponsors, who make the key decisions and hold the financial and programme risks, and are ultimately responsible for the successful delivery of the projects to cost and programme, and maintaining stakeholder satisfaction.

2.13 For the programmes to be maintained and delivered on time meeting the March 2024 spend deadline for the Future High Street Funding criteria, all parties including the Council, HDC, FDC the CPCA and stakeholders need to be aware of the significant challenges with delivering to the programme. Prompt decisions are required and some design work will be required to be taken at risk, while consultation and engagement is undertaken.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

Both FHSF projects creates opportunities for the local community to congregate and spend more time within the town centre due to the development of the market square areas,

providing a pleasant environment to meet, shop and sit. These areas will also be used for other outdoor activities and events, for example concerts, exhibitions, market days and such.

3.2 A good quality of life for everyone

The influx of pedestrian and visitors into the town centres will benefit local businesses through increased footfall. The ability for more people to use the large public spaces will also drive and enable more community activities and engagement.

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

See wording under 3.1 and 3.2 above

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

See wording under 3.1 above. The aspiration to improve public realm at both FHSF projects 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 Resources Implications

Resources have been made available to deliver these projects and will be funded from HDC and FDC respectively.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The Project Team and Procurement and Commissioning team will identify and undertake the procurement process through the available compliant mechanisms, ensuring competitive submissions and value for money.

4.3 Statutory, Legal and Risk Implications

The FHSF projects will be commissioned providing a suitable Grant Funding Agreement can be set up between HDC and CCC, and FDC and CCC. The FHSF projects will be managed robustly using risk registers and other mechanisms within the Governance processes.

4.4 Equality and Diversity Implications

Equality Impact Assessments for both FHSF projects are being developed whilst stakeholders and impacted groups are engaged throughout the process.

4.5 Engagement and Communications Implications

There are no significant implications in this category.

4.6 Localism and Local Member Involvement

Local Members are being engaged through presentation sessions. This is driven by FDC and HDC officers respectively. MATS Local Member Steering Group meetings have been occurring for some time and the March FHSF project elements are also discussed at this forum.

4.7 Public Health Implications

Both FHSF projects will improve access in the town centres area which will assist with providing better links to employment, health and education.

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: Neutral

Explanation: No positive or negative

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

Positive/neutral/negative Status: Positive

Explanation: Although the projects will be developed in brownfield sites soft landscaping will be introduced, increasing the number of trees and green areas in the project footprint.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: The proposed schemes will produce some waste however any impact will be minimised from recycling striving to achieve a neutral end position.

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: The proposed schemes are not anticipated to affect water use

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Positive

Explanation: More open space environment for members of public to use which was previously traffic dominated.

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

The contacts for the sign off process are as follows:

Have the resource implications been cleared by Finance? Yes or No

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Clare Ellis

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

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: Sue Proctor

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

Name of Officer: Kate Parker

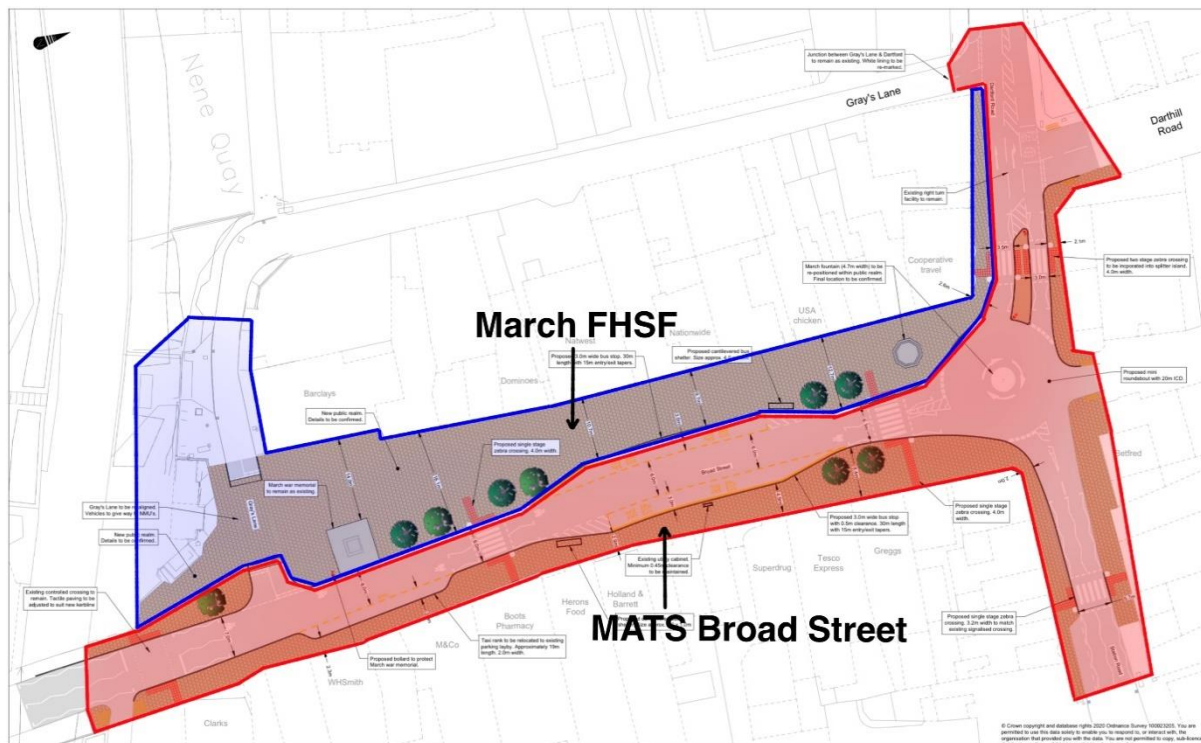
If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 None

Appendix A: March FHSF and MATS Broad Street Projects relationship

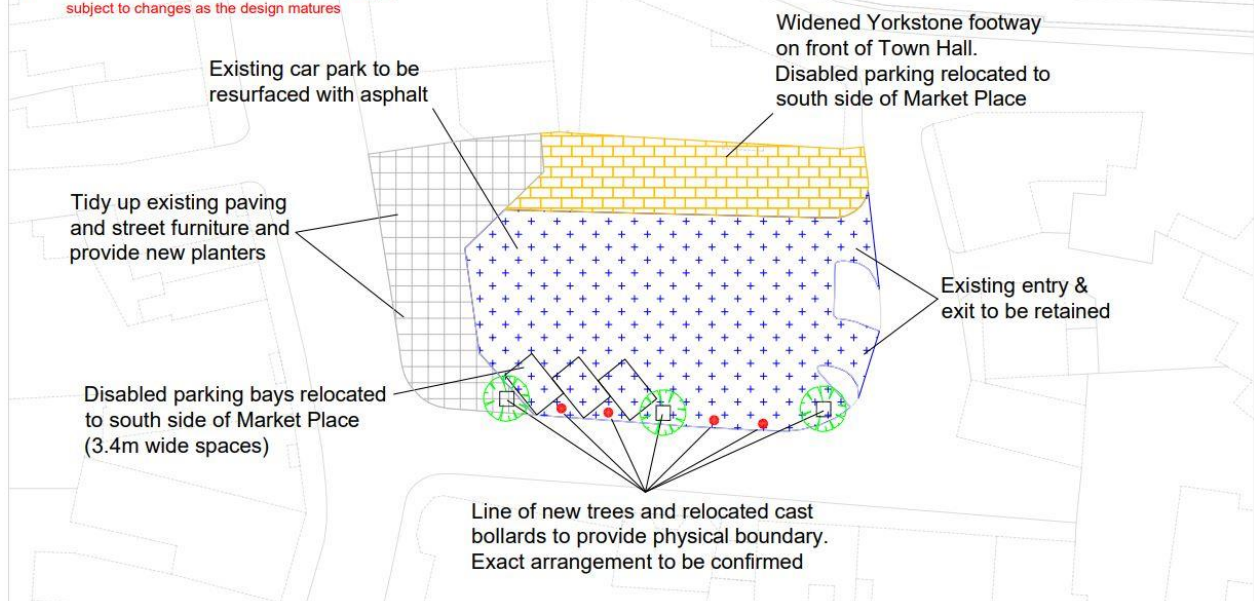


Appendix B: March Future High Street Fund General Layout



Market Square

- Widened footway in front of Town Hall to allow for outdoor seating
- Resurface existing car park area
- Allow for additional trees and relocation of existing cast iron bollards
- Allow for new electrical points
- Tidy up existing PCC paving with stock taken from in front of Town Hall
- Tidy up existing street furniture that remains
- Please note this drawing is purely a draft concept, subject to changes as the design matures



Appendix C: St Neots Future High Street Project Elements

1. St Neots Bridge Improvements
2. St Neots Market Square
3. St Neots High Street Improvements



Report Title: March Area Transport Study Broad Street Element

To: Highway and Transport Committee

Meeting Date: 26th April 2022

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): March North and Waldersey

Key decision: Yes

Forward Plan ref: 2022/58

Outcome: To report progress of the March Area Transport Study Broad Street element and seek approval to the recommendations below to enable the project to progress to design and construction aligned with the March Future High Street project timeline constraints

Recommendation: That the committee

- a. notes progress to date;
- b. the Council agrees to accept £3,780,387 of funding from the Cambridgeshire and Peterborough Combined Authority to allow construction of the Broad Street element which is integral with delivery of the March Future High Street public realm project;
- c. delegates a Decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority to the Director of Highways and Transport; and
- d. delegates a Decision to Award and enter into a construction contract for the construction works from an existing framework or open procurement process to the Director of Highways and Transport to enable the construction of the Broad Street element to commence from early 2023.

Officer contact:

Name: Leon Scholtz
Post: Interim Project Delivery Team Leader
Email: leon.scholtz@cambridgeshire.gov.uk

Member contacts:

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

1. Background

- 1.1 The Fenland Local Plan adopted in May 2014 includes proposals for 4,200 new homes in March and 30 hectares of employment land to deliver around 2,000 new jobs up to 2031, with strategic allocations for development being to the southeast and southwest of the town centre.
- 1.2 Funding was allocated from the Cambridgeshire and Peterborough Combined Authority (CPCA) to develop the preliminary designs and an Outline Business Case for the March Area Transport Study (MATS); this work has been completed and approved by the CPCA in 2021.
- 1.3 The MATS Outline Business Case was presented to the 4th of November 2021 Highways and Transport Committee meeting seeking approval to move to the next phase of scheme development, Detailed Design and Full Business Case. This approval and funding from the CPCA for the delivery of the Detailed Design and Full Business Case was granted, and the phase has now begun.
- 1.4 The approved MATS Outline Business Case is based upon the delivery of a package of five schemes, comprising of works at:
 - Broad Street (including the Dartford Road junction)
 - St Peter's Road (junction between High Street and St Peter's Road)
 - Twenty Foot Road (Twenty Foot Road approach to and junction with March Road)
 - Peas Hill (Peas Hill and Hostmoor Avenue junction with Wisbech Road)
 - Northern Link Road (Hundred Road and Longhill Road including connection of the two)
- 1.5 Fenland District Council (FDC) are also funding improvements to the March Town centre and the broader public realm of Broad Street through the March Future High Street Fund (FHSF) project. The MATS and March FHSF designs on Broad Street have been aligned to ensure that the schemes deliver a joined-up approach to the benefit of the town centre and community.
- 1.6 To enable the delivery of the March FHSF within the timescales applicable to that funding, which requires full expenditure by March 2024, early release of the funding to construct MATS Broad Street has been sought from the CPCA. It is proposed that the Council accept this funding from the CPCA to enable the MATS Broad Street project to be constructed and facilitate the delivery of the March FHSF public realm improvements within the funding constraints present on that project.

2. Main Issues

- 2.1 The MATS Broad Street and March FHSF scheme both impact the Broad Street area of March town centre with MATS Broad Street affecting the physical layout of the roads through the area providing a re-apportionment of carriageway space and public realm space.
- 2.2 The revised carriageway alignment through the MATS Broad Street works will increase the area available for public realm in Broad Street, which the March FHSF project will capitalise on, by providing an improved public realm. The MATS Broad Street design is in development, taking into account the March FHSF preliminary design. The layout can be

seen in Appendix A.

- 2.3 As the March FHSF is reliant upon the MATS Broad Street project to make the physical layout alterations before it comes in to make improvements to the public realm, the schemes will need to be delivered to similar timescales for logistical reasons. The MATS Broad Street project will therefore need to be delivered, taking on board the programme and spend pressures of the March FHSF project. The interrelationship between the projects is shown in Appendix B.
- 2.4 As detailed earlier in the report, the MATS Broad Street project is one of the schemes which forms the wider MATS. The overarching MATS Outline Business Case, which was approved on 4th November 2021, was developed with consideration of the relationship between the MATS Broad Street scheme and the March FHSF scheme. To enable the delivery of the March FHSF project before the clawback date of the funding it is reliant upon, the MATS Broad Street project construction will need to commence in the early 2023.
- 2.5 The programme below shows the alignment of both the MATS Broad Street and March FHSF projects to ensure construction can commence early 2023.

March FHSF & Broad Street MATS	2021/2022						2022/2023												2023/2024											
	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March
Commissioning																														
Preliminary Design																														
Detailed Design																														
Works Info and Contract Info																														
Construction Procurement																														
Mobilisation																														
Construction																														

- 2.6 Both projects are programmed to run concurrently to create the potential to deliver multiple efficiencies including design, procurement and construction. There is potential for one contractor to deliver both projects, delivering greater value for money, efficiency and the opportunity to ensure the impact on business, residents and traffic can be minimised. The programme is challenging, driven by the requirement of the FHSF funding criteria, which requires completion of works by end March 2024.
- 2.7 The MATS designs and Full Business Case, including the MATS Broad Street project, has a draft Grant Funding Agreement due to finalised shortly. Due to programme constraints, the Council's Project Team worked closely with the CPCA for the early release of funding for the Broad Street element of MATS. A paper was taken to the CPCA Transport and Infrastructure Committee on the 14th of March 2022 and CPCA Board Meeting on the 30th of March 2022, which approved the re-purpose of the £586,205 of CPCA FHSF monies to undertake the initial phases of the MATS Broad Street construction and approve the drawdown of £3,780,387 for Broad Street scheme to be constructed in full. Further development of the Full Business Case is required for full approval of the £3,780,387 monies and scheduled to be complete in 2022.

2.8. This is based upon the current project budget forecasts indicated in the following table:

Item	Value
Design and Site Investigation	£265,786.70
Project Delivery (Management and Supervision)	£545,393.10
Land and Legal	£25,000.00
Statutory Undertakers	£500,000.00
Construction	£2,098,913.00
CCC Risk	£419,699.38
Inflation	£313,486.95
TOTAL	£4,168,279.13

The £4,168,278.13 above takes account of an additional £387,891 funding allocation made by the CPCA following the approval of the MATS OBC late 2021, to undertake the MATS Broad Street Detailed Design.

2.9 Key risks relating to the project at this time are:

- a) Construction cost estimates and utility protection and /or diversion cost estimates – the Business Case Report is based upon cost estimates for construction and not on contractual Target Costs or utility company diversion estimates, although risk and inflation has been included to mitigate this cost risk;
- b) Impact of COVID, Brexit, lack of supply chain exacerbated by the conflict in the Ukraine on construction – potential to be a significant resource, material, construction cost and programme risk;
- c) Mobilisation – upon confirmation to commence construction it is approximately four weeks programmed for mobilisation which is very challenging for the supply chain;
- d) Long lead items – items cannot be ordered until instructed to commence and may potentially delay the overall programme;
- e) Delayed Grant Funding Agreement between the Council and the CPCA may impact the overall MATS programme and affect the commencement of the Broad Street project which would impact on the March FHSP;

2.10 The project governance will be consistent with other projects being delivered by the Council. This will consist of a Project Board where the Council are the “Delivery Agent” and the Project Sponsor are the CPCA. Fenland District Council are also represented, who are leading the stakeholder engagements with local Members, business and residents for the Future High Street Fund Project. A good working relationship has been established between the three parties. The risks are managed through project governance, where the Council are the Delivery Agent and the CPCA are the Project Sponsors (funders), who make the key decisions and hold the financial and programme risks.

2.11 For the programmes to be maintained and delivered on time meeting the March 2024 spend deadline for the Future High Street Funding criteria, all parties including the Council, FDC the CPCA and stakeholders need to be aware of the significant challenges with delivering to the challenging programme. Prompt decisions are required and some design work will be required to be taken at risk, while consultation and engagement is undertaken in parallel.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

The primary focus of MATS is to enable growth in the study area. This is for both housing and employment growth as identified in the Fenland Local Plan (2014), which would be to the benefit of the local community. The Broad Street scheme is central to this, creating a more inviting environment for members of public whilst supporting use of the town centre and the businesses situated there.

3.2 A good quality of life for everyone

MATS will improve access in the study area which will assist with providing better links to employment, health and education and the Broad Street project form part of this strategy. Throughout the design, the principles in DfT's "Gear Change – A Bold Vision for Cycling and Walking" will be applied where practical, to promote modal shift and support pedestrians and cyclist users in the area.

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

The MATS Broad project, in combination with the March FHSF projects, will assist with making March Town centre 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 aspiration to improve public realm on Broad Street could promote modal shift away from 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

Resources have been made available to deliver these projects within defined budgets.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

A procurement strategy is being agreed between the project team and the Procurement Team for delivery of the construction phase. This strategy will ensure full compliance with the Council's Contract Procedure Rules.

4.3 Statutory, Legal and Risk Implications

A Grant Funding Agreement between the Council and CPCA are being developed. The MATS Broad Street project will be managed using established governance and risk management to ensure compliance, programme and delivering the project within approved budgets.

4.4 Equality and Diversity Implications

The Equality Impact Assessment screening process during the Outline Business Case phase indicated no potential negative impact and this will be further assessed and monitored during the Full Business Case stage. Equality Impact Assessments for both projects are being developed whilst stakeholders and impacted groups are engaged throughout the process.

4.5 Engagement and Communications Implications

Following the consultation that was undertaken during the Outline Business Case phase, further engagement will be undertaken during the Full Business Case phase.

4.6 Localism and Local Member Involvement

Local Members have been involved in MATS via regular Local Member Steering Group meetings throughout development.

4.7 Public Health Implications

There are no significant implications in this category.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: The proposed scheme will not impact on any buildings

4.8.2 Implication 2: Low carbon transport.

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.

Status: Neutral

Explanation: The Broad Street project is a reconfiguration of existing highway and paved areas and with now impact on existing green spaces.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: The schemes will produce waste during the construction phases, however any impact will be minimised by the choice of construction materials and maximising opportunities for recycling, including aggregates, concrete and re-use of bituminous material. Further where suitable as the end product, existing materials will be retained within the schemes.

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: The proposed Broad Street Project are not anticipated to affect water use.

4.8.6 Implication 6: Air Pollution.

Status: Positive

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

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

Status: Neutral

Explanation: No expected impact

The contacts for the sign off process are as follows:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Clare Ellis

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: Sue Proctor

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

Name of Officer: Kate Parker

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 Source documents

- Fenland Local Plan (adopted May 2014) - <https://www.fenland.gov.uk/article/15057/Adopted-Local-Plan>
- March Area Transport Study (MATS) Outline Business Case (OBC) - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/march-transport-study>

Appendix A: MATS Broad Street layout, with the March FHSF project incorporated.



[illegible]

Report title:	St Ives Local Improvements
To:	Highways and Transport Committee
Meeting Date:	26 th April 2022
From:	Steve Cox, Executive Director Place and Economy
Electoral division(s):	St Ives South and Needingworth St Ives North and Wyton
Key decision:	Yes
Forward Plan ref:	2022/062
Outcome:	The purpose of the report is to update the Committee with the progress of the St Ives Local Improvement scheme. The Committee is asked to agree the next steps to deliver the St Ives Local Improvement scheme further to funding for the scheme approved by the Cambridgeshire and Peterborough Combined Authority Board on the 30 th March 2022.
Recommendation:	<p>That the committee:</p> <p>a) notes the update report and progress made in the delivery of proposals from the St Ives Transport study which was last reported to Committee 15th September 2020;</p> <p>b) approves the list of measures identified in the St Ives Transport Study set out in paragraphs 2.2 to 2.9 subject to the Combined Authority grant funding being secured for design, consultation and delivery;</p> <p>c) the Council agrees to accept in total £2.3M of funding (£1M in 2022/23 and £1.3M in 2023/24) from the Cambridgeshire and Peterborough Combined Authority to allow design, programming and delivery of the St Ives Local Improvement schemes;</p> <p>d) delegate the decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority to the Director of Highways and Transport;</p> <p>e) grants approval to procure construction works from framework or full procurement process delegating the decision to Award and enter into Contract for construction to the Director of Highways and Transport and</p>

g) establish a Member Working Group involving District Councils to run in parallel to scheme development, consultation and scheme implementation.

Officer contact:

Name: David Mitchell
Post: Interim Team Leader, Project Delivery
Email: David.Mitchell@cambridgeshire.gov.uk
Tel: 01223 706805

Member contacts:

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

1. Background

- 1.1 At the meeting of the committee on 15th September 2020 members considered a report regarding the A141 and St Ives Transport Study. The report provided a summary of the A141 Transport Study and a more detailed report on the St Ives Transport Study. Work is continuing to develop the A141 Transport Study into an outline business case which will be brought to committee for consideration in the future outside of this report. This report details progress with the St Ives Transport Study and seeks approval to deliver the packages of improvement measures which were identified in the St Ives Transport Study.
- 1.2 The main objectives for the St Ives Transport Study had been to examine options for reducing existing congestion on the main A1123 and A1096 corridors in the area and to reduce unwanted through traffic on the roads in St Ives town centre. Consideration had also been given to improving bus journey times through the town centre.

2. Main Issues

- 2.1 The highway improvements which were approved in principle by committee in September 2020 have been developed into five packages of schemes which are planned to be progressed and are set out below and shown at a high level in Appendix A.

Package 1 – St Ives Town Centre – Package of schemes

- 2.2 Introduction of a 20mph speed limit across St Ives Town Centre. Changing priorities and localised road widening at the Ramsey Road / North Road, Globe Place / North Road / Broad Leas and Globe Place / West Street / East Street junctions. Changes to on-street parking restrictions in the town centre area, to reduce illegal and inconsiderate parking. Focus on reducing congestion pinch points in the town centre, rat running and improving bus access.

Package 2 – Silvaco West Roundabout Improvement (A1123 / B1040) and right turn ban Needingworth Road to A1123 St Audrey Lane

- 2.3 Silvaco West (A1123 / B1040) roundabout improvements, including the replacement of the roundabout at the A1123 St Audrey Lane / B1040 Somersham Road junction with traffic signals.
- 2.4 A right-turn ban for all traffic from Needingworth Road onto A1123 St Audrey Lane. To retest the impact of the recommendations, consider possible alternative options and recommendation of a preferred option.

Package 3 – Bus Stop Improvements

- 2.5 Improvements to bus stop infrastructure, including:
 - a) 22 priority bus stops;
 - b) Removal of redundant bus stop infrastructure; and
 - c) Non-priority bus stops and hail and ride.
- 2.6 To make travel by public bus services in St Ives a more attractive option by improving the bus stop infrastructure facilities.

Package 4 – Walking and Cycling Signage Improvements

- 2.7 Package of walking and cycling signage improvements.
- a) 41 new signs;
 - b) Removal of redundant infrastructure; and
 - c) Consideration of conducting a quality audit of pedestrian and cycling routes.
- 2.8 To improve consistency and connectivity of walking and cycling signage throughout St Ives to encourage increased levels of walking and cycling.

Package 5 – Non-Motorised User (NMU) Routes Development Study

- 2.9 Audit, feasibility, scoping and optioneering and development of a network of active travel routes in and around St Ives. This work will build on the Cambridgeshire and Peterborough Combined Authority's study work, the Local Cycling Walking Improvement Plan (LCWIP) and other local evidence. Output will be a more developed package of projects for consideration for investment. Detailed programme and cost profile to be provided after engagement with the supply chain and development of a more detailed scope.

Programme and Cost of each package of measures

- 2.10 A high level indicative programme and cost of each package is shown in the table below:

Package	Feasibility		Design and Consultation		Construction		Cost £
	Start by	End	Start by	End	Start by	End	
1	May 2022	Oct 2022	Nov 2022	March 2023	April 2023	March 2024	617,420
2	May 2022	Oct 2022	Nov 2022	May 2023	June 2023	March 2024	834,480
3	May 2022	Sept 2022	Oct 2022	Jan 2023	Feb 2023	March 2023	360,192
4	May 2022	Sept 2022	Oct 2022	Jan 2023	Feb 2023	March 2023	87,908
5	May 2022	Oct 2023	N/A	N/A	N/A	N/A	400,000
Total							2,300,000

The programme is very much indicative at this early stage. Assuming the scheme is supported and funding assigned by this committee, a Council Project Team will be established, who will engage with design organisations and contractors to develop more accurate and detailed programmes.

- 2.11 The programme for each package will be developed alongside a Member Working Group. The programmes will be developed including periods of consultation with user groups, Members and other local stakeholders.

Financial Implications

- 2.12 A paper was submitted to the Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee on 14th March 2022. The Board approved the drawdown of £2.3M funding on the 30th March 2022, to enable commencement of the St Ives Local Improvement Schemes.
- 2.13 In order to secure the funding the Council will need to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority.
- 2.14 Project risks will be managed through project governance, where the Council are the Delivery Agent and the CPCA are the Project Sponsors (funders), who make the key decisions and hold the financial and programme risks.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

The primary focus of the St Ives Local Improvements is to implement measures for reducing existing congestion on the main A1123 and A1096 corridors in the area and to reduce unwanted through traffic on the roads in St Ives town centre. Consideration had also been given to improving bus journey times through the town centre. These measures benefit of the local community.

3.2 A good quality of life for everyone

The St Ives Local Improvements will improve access in the area which will assist with providing better links to employment, health and education. Throughout the design, the principles in DfT's "Gear Change – A Bold Vision for Cycling and Walking" will be applied where practical, to promote modal shift and support pedestrians and cyclist users in the area.

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

The St Ives Local Improvements, will assist with making St Ives town centre 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 aspiration to improve transport infrastructure in St Ives could promote modal shift away from 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

- If approved, resources will be required from within the Project Delivery service to develop and deliver the St Ives Local Improvements, subject to approval of funding by the Cambridgeshire and Peterborough Combined Authority. The project budget will cater for these costs fully.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- A Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority will be required to release funding for the development and delivery of the schemes. Procurement of the required works will be via the Highways Term Service Contract, the Preferred Supplier Framework or an alternative procurement route if necessary. The Council's Procurement Team will be fully engaged throughout.

4.3 Statutory, Legal and Risk Implications

- Risks around funding will be addressed in a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority. Delivery risks for individual schemes will be managed by experienced staff using robust processes adopted within the Project Delivery service.

4.4 Equality and Diversity Implications

- An equality impact assessment will be prepared for each package of measures identified in the St Ives Local Improvements as part of the design process.

4.5 Engagement and Communications Implications

- Appropriate consultation on the measures to be implemented will be carried out as soon as the design is sufficiently developed to make the consultation worthwhile and carried out in accordance with standard process.

4.6 Localism and Local Member Involvement

- Local Members will be consulted and engaged in the development of this programme.

4.7 Public Health Implications

- The proposed improvements to public transport, walking and cycling currently being examined should encourage some users to walk and cycle or use public transport more regularly which are expected to bring health benefits. The schemes are also anticipated to reduce vehicle emissions which will improve the local air quality with the associated health benefits.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: The proposed measures will not impact on any buildings

4.8.2 Implication 2: Low carbon transport.

Negative Status:

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 public transport, walking and cycling currently being examined should encourage some users to walk and cycle or use public transport more regularly.

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

Neutral Status:

Explanation: The St Ives Local Improvements are a reconfiguration of existing highway and paved areas and with no impact on existing green spaces.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: The schemes will produce waste during the construction phases, however any impact will be minimised by the choice of construction materials and maximising opportunities for recycling, including aggregates, concrete and re-use of bituminous material. Further where suitable as the end product, existing materials will be retained within the schemes.

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: The St Ives Local Improvements are not anticipated to affect water use.

4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: Air pollution is expected to be improved by the St Ives Local Improvements 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.

Neutral Status:

Explanation: No expected impact.

The contacts for the sign off process are as follows:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Clare Ellis

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: Sue Proctor

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

Name of Officer: Kate Parker

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

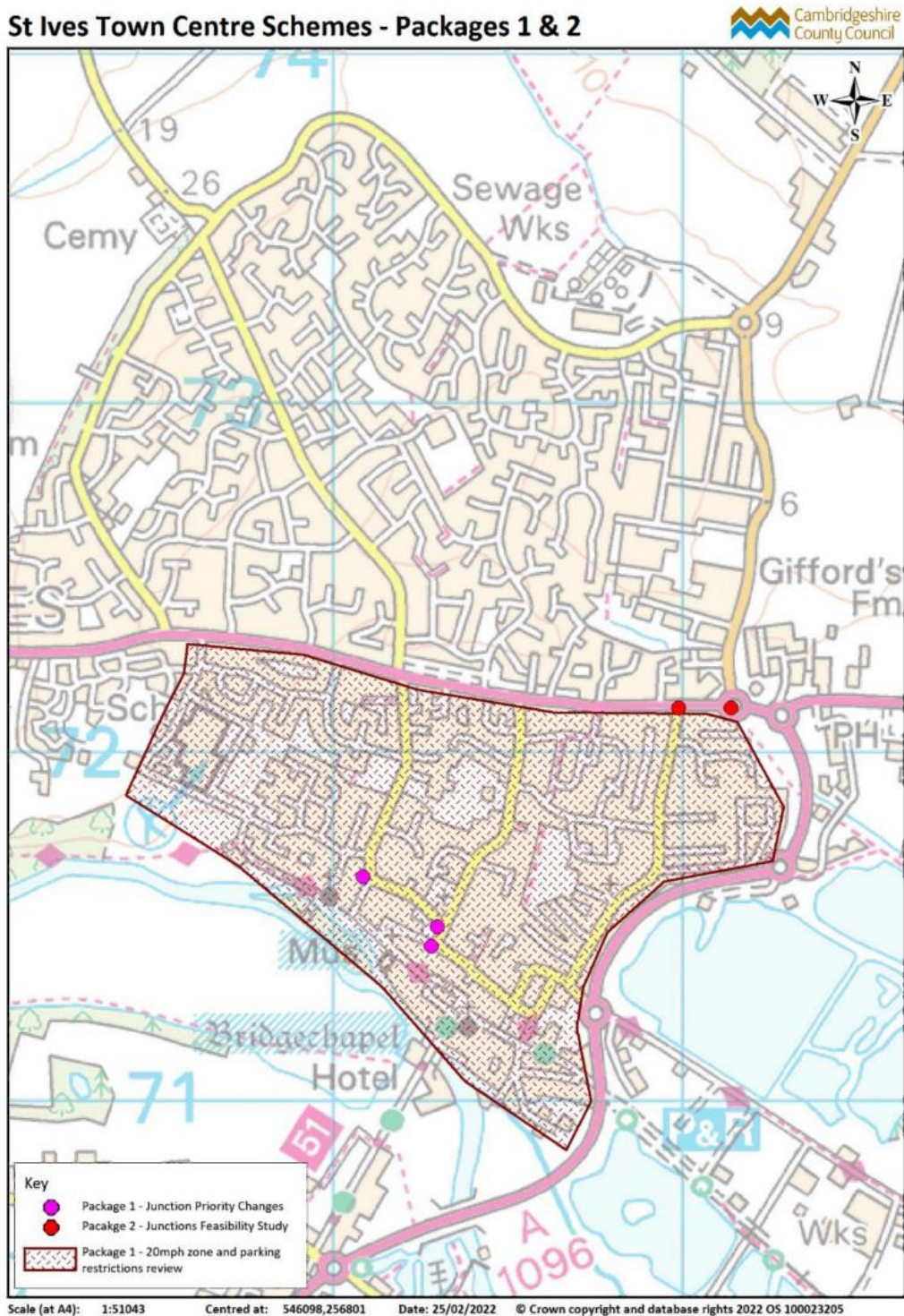
5.1 Source documents

Committee report from 15 September 2020 available at this link: [Document.ashx \(cmis.uk.com\)](#)

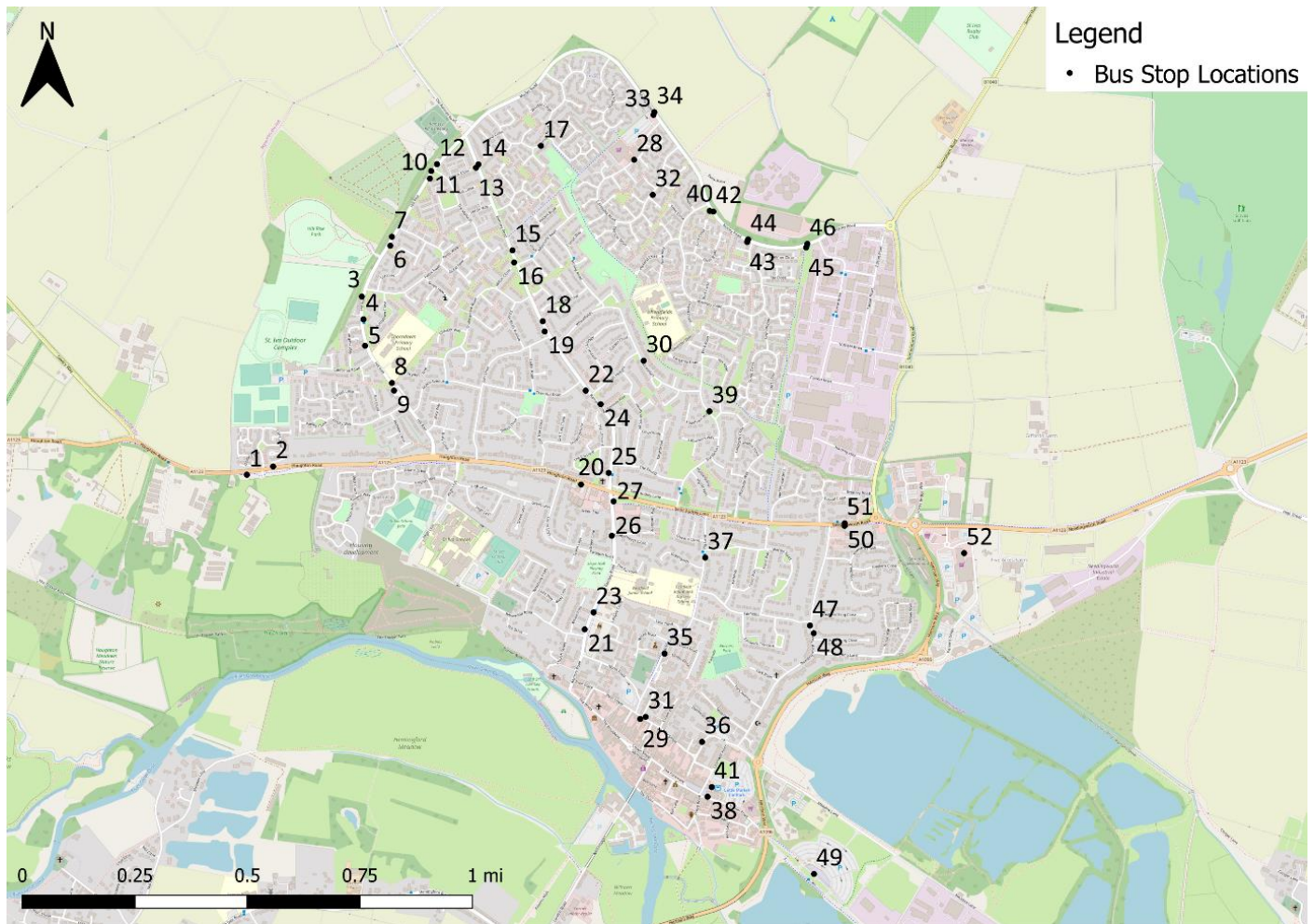
Appendix 1 – St Ives Packages of Scheme Plans

Package 1 – St Ives Town Centre Package of Schemes, and

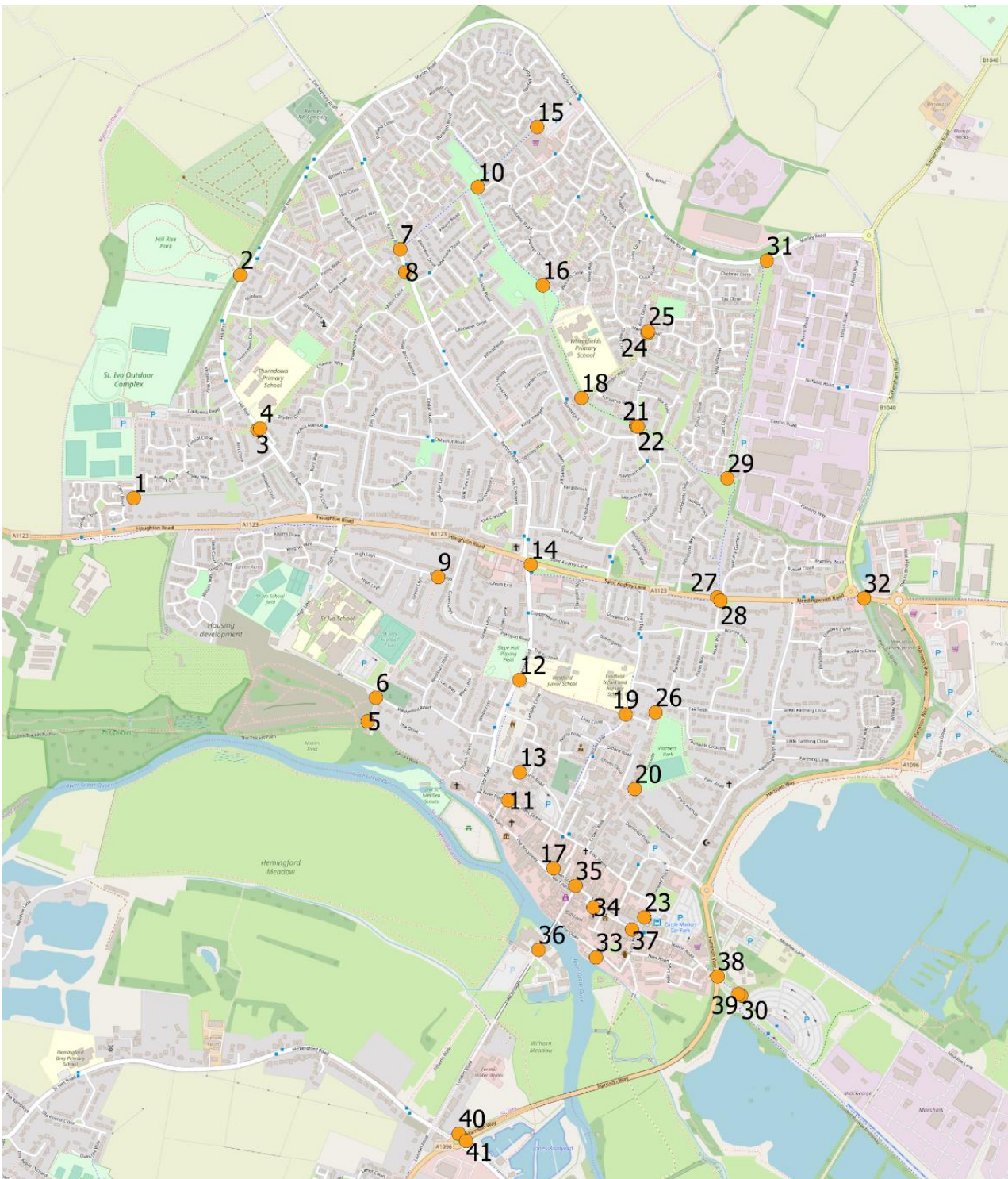
Package 2 - Silvaco West Roundabout Improvement (A1123 / B1040) and right turn ban
Needingworth Road to A1123 St Audrey Lane



Package 3 – Bus Stop Improvement Locations

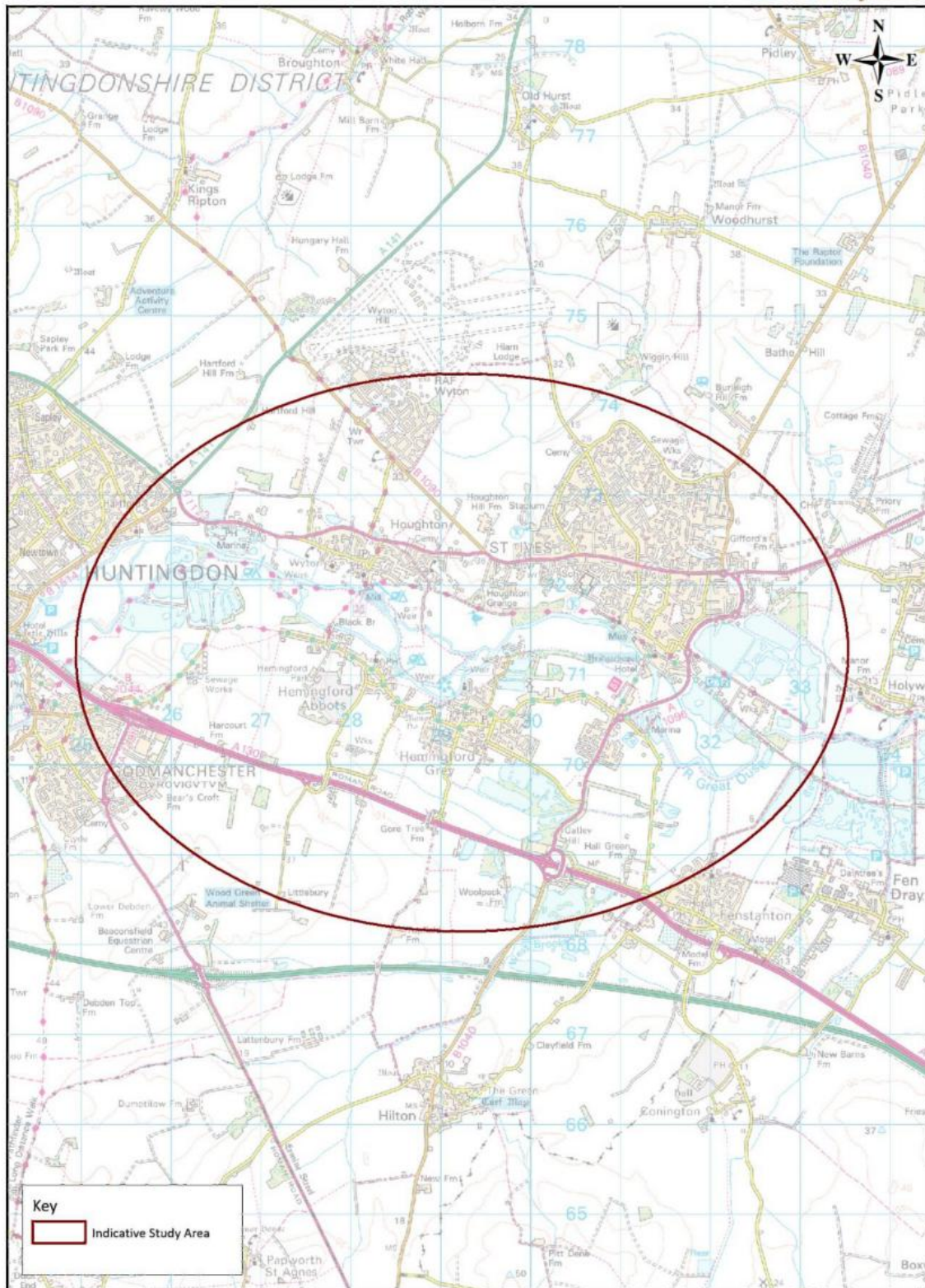


Package 4 - Walking and Cycling Signage Improvements



Package 5 - Non-Motorised User (NMU) Routes Development Study

St Ives Town Centre Schemes - Package 5



Highways and Transport Policy and Service Committee Agenda Plan

Published on 1 April 2022

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
12/07/22	Traffic Management Update (inc. Resident Parking, 20mph schemes and CPE)	Sonia Hansen	Not applicable		
	St Ives Study	Jeremey Smith	Not Applicable		
	Local Cycling and Walking Infrastructure Plan	Clare Rankin	Not Applicable		
	Elizabeth Way - consider Objections to Making the Experimental Bus Lane Order allowing use by Powered Two-Wheelers and Electric Vehicles Permanent	Sonia Hansen	2022/067		
	Modelling Changes	Lou Mason Walsh	Yes		
	Permit Changes	Sonia Hansen	Yes		
	Ross Street Traffic Regulation Order	Sonia Hansen	Not Applicable		

	CPCA Local Transport and Connectivity Plan	Jeremey Smith	Not Applicable		
	Road Safety Schemes 2022-23	David Allatt	Not Applicable		
	Performance Indicators	Rachel Hallam	Not Applicable		
	Risk Register	Steve Cox	Not Applicable		
	Royston to Granta Park A505 Study	Jeremy Smith	Not Applicable		
	Mill Road Consultation	GCP	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not Applicable		
<i>[13/09/22]</i>	<i>Reserve Date</i>				
4/10/22	Finance Monitoring Report	Sarah Heywood	Not Applicable		
	Parking and Enforcement Policy	Sonia Hansen	TBC		
	Civil Parking Enforcement Application	Sonia Hansen	Yes		
6/12/22	Finance Monitoring Report	Sarah Heywood	Not applicable		

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