

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 23 July 2024

Democratic and Members' Services
Emma Duncan
Service Director: Legal and Governance

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

Red Kite Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

- 1 Notification of Chair and Vice-Chair**
- 2 Apologies for Absence and Declarations of Interest**
Guidance on declaring interests is available in [Chapter 6 of the Council's Constitution \(Members' Code of Conduct\)](#)
- 3 Minutes - 30 April 2024** **5 - 16**
- 4 Public Questions and Petitions**

KEY DECISIONS

- 5 Active Travel Fund 4 Extension** **17 - 30**

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13	Highways and Transport Committee Agenda Plan, Appointments to Outside Bodies and Internal Advisory Groups and Panels, and the Appointment of Member Champions	169 - 184

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The Highways and Transport Committee comprises the following members:

Councillor Alex Beckett (Chair) Councillor Neil Shailer (Vice-Chair) Councillor Gerri Bird
Councillor Piers Coutts Councillor Claire Daunton Councillor Lorna Dupre Councillor Janet
French Councillor Ian Gardener Councillor Anne Hay Councillor Bill Hunt Councillor
Simon King Councillor Peter McDonald Councillor Lucy Nethsingha Councillor Tom
Sanderson and Councillor Alan Sharp

Clerk Name:	Nick Mills
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Highways and Transport Committee: Minutes

Date: 30 April 2024

Time: 10.00a.m. to 12.00noon

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

Present: Councillors Beckett (Chair), Shailer (Vice-Chair), Daunton, French, Gardener, Goodliffe, Gough, Hay, Hunt, S King, Nethsingha, Prentice, Sharp, Slatter and Whelan

210. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Bird, Coutts, Dupré and McDonald.

Councillor S King declared a non-statutory disclosable interest as a member of the Wisbech Local Access Forum.

211. Minutes – 5 March 2024 and Action Log

The minutes of the meeting held on 5 March 2024, which included a slight amendment to the published draft relating to the Highways Maintenance Capital Programme, were agreed as a correct record and signed by the Chair. In agreeing the minutes, Members raised the need to include the following in the action log:

Minute 203, Highways Maintenance Capital Programme

- the need for follow up action with Town and Parish Councils in order to build confidence in value for money. The Executive Director: Place and Sustainability reported that this action was being progressed and that Members would receive invites soon to review the prioritisation of the capital programme.
- the need for more information on the funding allocated to East Cambridgeshire including whether discussion had taken place on the movement of funds with Local Members, and a request for the figures for 2023/2024 to provide a comparison. The Executive Director: Place and Sustainability agreed to provide a written response to the Local Member for Soham South and Haddenham.

In noting the action log, Members raised the following:

- the need to have specific dates or timeframes for actions instead of “ongoing” or “to be organised”.
- the need to include a report to committee on the acquisition of the new reporting system. The Assistant Director: Highways Maintenance agreed to provide a briefing on the procurement of the new Asset Management System for Highways, and the Chair reported that he would discuss this possible agenda item with Spokes.

212. Petitions and Public Questions

The Committee received a 66-signature petition from Ms Katie Betts asking for the footpath from Chettisham Level Crossing to Willow Wood Estate be restored to its former width so pedestrians and those with pushchairs and wheelchairs could travel safely alongside the Lynn Road where the speed limit was 40mph. The pathway had become narrower because of the ingress of earth and weeds and in places was only 60 to 65cms wide. The petition had the support of the Local Member and MP.

The Committee also received a 340 (260 within a 150 mile radius with the majority from Cambourne and Cambridge) signature petition from Mr Mark Seaden calling for the scrapping of 20mph zones on most roads in Cambourne. On the main roads through Cambourne the 20mph limit was very slow but it was acknowledged that 20mph limits might be more appropriate on the side roads or outside schools. A 20mph limit was inappropriate for Lancaster Gate which had a footpath set well back from the road. There were also sufficient bends in the roads to keep motorists to the current 30mph limit in most places. Mr Seaden highlighted that long studies had produced little evidence that 20mph zones had an impact at all on accidents or that there was widespread compliance with such measures.

The Chair thanked both petitioners and confirmed that a full written response would be sent to them with 10 working days of the meeting and published on the Council's website.

The Chair invited Mr John Morris, Leader of Hunts Walking and Cycling Group, to address the meeting in relation to road safety. He informed Members of the recent death of road safety campaigner Mike Gough who was killed on 16 March 2024 when his bicycle was struck by a van in Huntingdon. The Mayor of Cambridgeshire and Peterborough had stated that Mike would not be forgotten and his death would be used to influence both himself and other partners to get to a better place in terms of road safety in the area. Mike was founder member of the Hunts Walking and Cycling Group and an enthusiastic advocate for the benefits of cycling, for active travel, and for safe spaces on roads and pavements. Following the death of Denise Hinds on the A1123, Mike had called for action to prevent further deaths. Mr Morris asked how many more vulnerable road users would be killed or seriously injured on roads in Cambridgeshire and Huntingdonshire before significant improvements to cycling and walking infrastructure.

The Interim Assistant Director: Transport Strategy and Network Management expressed his condolences, on behalf of the Council, to Mike Gough's family, friends and members of the cycling community. It was noted that many of the barriers on the Council's network had been in place a long time. There were pros and cons associated with their use which varied on a location basis. Barriers were considered and assessed as part of a scheme design process; there was no blanket policy regarding their use. The Council supported a full and inclusive policy on active travel. There would be a review if the Council was made aware of any infrastructure which did not support such policies. It was acknowledged that the Active Travel Strategy was at odds with many of the barriers installed throughout the county. Where appropriate the Council should align itself with the guidance in Local Transport Note 120 on the use of access controls. In

conclusion, officers offered to meet with the Hunts Walking and Cycling Group to discuss locations of concern.

213. Department for Transport Approved Automatic Number Plate Recognition Traffic Enforcement Camera Procurement

The Committee received a report that sought the approval for the commencement of the procurement of Department for Transport (DfT) approved Automatic Number Plate Recognition (ANPR) traffic enforcement cameras. The use of ANPR enforcement cameras was a key pillar in the Council's toolkit to enforce parking regulations in Cambridgeshire. Attention was drawn to the background to the current contract. Parking services was looking to procure a new service to continue the maintenance of the existing inventory, along with the ability to procure further devices to be deployed at new sites, or to replace current aging inventory which had come to the end of its lifespan. A competition would therefore be undertaken using the Crown Commercial Services Framework. The value would exceed £500k if the Council opted for a four year term contract.

Individual Members noted the following responses to points raised:

- the contract would cover the expansion of ANPR which was already occurring in South Cambridgeshire.
- a link detailing the location of ANPR cameras would be sent to the Committee.
Action Required.
- DfT approved devices were expensive and the long life of the seven year contract was essentially for maintenance. Members were informed that cameras introduced in bus lanes in 2014 were still running. The Council could choose whether to purchase cameras if necessary, but needed the maintenance option to maintain them.
- the primary concept of the life of the cameras was approximately five years so it was very pleasing that some had substantially exceeded this timeframe, which had saved the Council a considerable amount of money. The proposed contract would enable the Council to keep cameras running as long as possible.
- ANPR had been introduced in Cambridge to fully support public transport, which had seen a big improvement. The drop in penalty charges was welcomed, as it showed a positive side of enforcement, and improved the environment for walkers, cyclists and motorists.
- Civil Enforcement Officers had to visually view the contravention recorded by ANPR cameras in order to issue tickets.
- the ringfenced Parking Account was substantial as it also included on street charges. ANPR cameras were significantly cheaper than putting Civil Enforcement Officers on the street. Whilst there had been a sizeable drop in ANPR penalty notices, there would be sufficient numbers to cover the cost of the cameras.

- there was a maintenance charge in the contract which covered the back office system.

Individual Members also raised the following points in relation to the report:

- concern that the Council was committing this administration and two future administrations to a long contract. The Chair acknowledged the ability to be flexible as and when needed.
- questioned whether restricting motorists would boost the economy of Cambridgeshire.
- highlighted the need for more financial information in the report.
- highlighted the fact that Fenland District Council had been trying to introduce Civil Parking Enforcement (CPE) since 2019, and invited the Chair and Vice-Chair to view the situation so that it could be progressed. The Chair agreed that either the Chair or the Vice-Chair would meet with the Local Member for March North and Waldersey in Fenland. Action Required.
- acknowledged that parking enforcement was also in the interest of the motorist as it freed up the carriageway.

It was resolved to:

- a) Authorise Cambridgeshire County Council (CCC) to commence the procurement of DfT approved ANPR traffic enforcement cameras for a term of up to 7 years, through the Crown Commercial Services Framework; and
- b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to award and execute a contract for the provision of ANPR enforcement cameras starting in July 2024 and extension periods.

214. Parking Enforcement and Permits System Procurement

The Committee received a report seeking authority for the procurement of a Parking Information Technology System, which was a key pillar in the Council's toolkit to enforce parking regulations in Cambridgeshire. Attention was drawn to the background to the current contract. A key aim of the procurement was to ensure that the Council had an effective system which could manage the introduction of Part 6 of the Traffic Management Act 2004 and allow it to develop processes for environmental charging. A competition would be undertaken using Eastern Shires Purchasing Organisation Framework. The total cost of the contract would exceed £500k.

Individual Members noted the following responses to points raised:

- the procurement would include options to extend CPE for any other authority who wanted to join and any other eventualities. The current contract covered all areas

with CPE including South Cambridgeshire. Huntingdonshire District Council was looking to expand its own system and processes to operate CPE independently.

- the legislation regarding the operation of ANPR cameras was very prescriptive and could only be applied for bus lane or bus gate contraventions purely against the motor vehicle. The Council did engage with the police and could provide footage but there was no contravention it could put on the busway. ANPR cameras could be used but not through the noticing system. The Chair reported that there was an item on the agenda plan for CCTV on the busway.
- Section 6 of the Traffic Management Act 2004 enabled local authorities to enforce with cameras banned turns, no entries and box junctions and issue penalty charge notices.
- the review of contraventions identified by ANPR cameras would ensure motorists moving out the way of emergency vehicles would not receive a penalty charge. The Chair thanked the Civil Parking Enforcement Officers and the Parking Services Team who undertook a difficult and challenging job.

Individual Members also raised the following point in relation to the report:

- expressed concern that the expense of upgrading signage was preventing Fenland District Council from introducing CPE. It was therefore queried what could be done to make it more feasible for the District Council to achieve its aim. The Chair acknowledged the importance of this issue but it did not directly relate to the report.

It was resolved to:

- a) Authorise the procurement of Civil Parking Enforcement (CPE) services and a Parking Permit System for a term of two years from June 2025 with an option to extend for further two years, through the Eastern Shire Purchasing Organisation; and
- b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to award and execute a contract for the provision of a Parking Information IT system and any extension periods.

215. Corporate Performance Report

Members considered a report providing an update on the performance monitoring information for the 2023/24 quarter 3 period, to 31st December 2023. It was noted that the Service was reviewing its Performance Management Framework to get a clearer picture for transport matters. Members also noted updates for indicators currently in development, which included cycling and walking, to be reported to the July meeting. Attention was drawn to progress made since the last meeting relating to the following indicators: 239: Highways and Transport Complaints; and 247: Road Cluster Site Analysis. The report also confirmed that 65,219 potholes had been filled over the year leaving 6,908 outstanding. The Service had inspected and cleaned more gullies and identified 1,855 gullies not previously plotted on the system. 91% of safety inspections

of the highways had been completed on time. The Service was working proactively to reduce the number staffing vacancies which currently stood at 40. The number of people killed or seriously injured remained a significant issue and a priority at 318, which was slightly above the target.

Individual Members noted the following responses to points raised:

- the Service inspected all gullies every two years, and used the information collected and entered on Carbon Tech to target areas with known flood issues or focus on gullies which were regularly full. Information detailing where and when gullies were to be inspected and cleaned would be communicated to Local Members and local communities. If gullies were broken or needed substantial repairs, they would be added to a list, which was prioritised and then addressed. The Chair acknowledged that a lot of work had been carried out to identify the scale of maintenance needed but more was still required.
- cyclic emptying of gullies took place on an area by area basis. The Assistant Director: Highways Maintenance agreed to provide a briefing to explain the cyclic regime and the communication process, with a list of gullies by area. Action Required.
- it had not been possible to survey all roads in relation to Indicator 39 as access had been blocked or restricted or the image was not of sufficient quality for survey purposes.
- the new Asset Management System available to Members and the public would show where all defects were located and when they were scheduled for repair. A requirement of the new system was understanding the nature of the repair, the time and the quality.
- the drainage list would be co-designed beyond explanatory text in order to provide a more valuable document.
- acknowledged that the total number of potholes did not reflect the quality of the repairs. The Service was moving to more planned maintenance in order to make the right intervention. The Chair highlighted the amount of work taking place in relation to the quality of repairs in order to achieve value for money.
- the vacancies in Highways Maintenance were due to staff turnover and the Service was recruiting constantly to those roles; a number of new officers were scheduled to start soon. It was important to note that the Service was not seeing an increase in vacancies overall. The Executive Director: Place and Sustainability added that from a management perspective he had a more rounded view of the workforce which included staff turnover, exit interviews and sickness rates that could be reflected in this indicator.
- acknowledged the need to broaden out Indicator 241 Safety of the existing network for non-motorised users (e.g. what proportion of the built-up network has 20mph or segregated cycleways), as it was not just about the number of 20mph limits.

- there was engagement with Parish Councils in relation to Indicator 244 Customer Satisfaction Surveys for Key Contracts but the Service needed to consider how it could attract a better response.
- the Service could provide an operational update as part of a strategic indicator on the vacancy rate for Local Highways Officers (LHO). Enhancements had been made to communicate LHO provision to Members, as part of the patch list. The Service was also looking at how to best deploy resources which maximised resilience and delivery.
- the Service was monitoring and recording the data in relation to a number of indicators with a “contextual” target. The Committee would then be asked in the future whether it wanted to set a target linked to the Council’s ambitions in relation to these indicators. The Chair highlighted the need for an indicator relating to mode share rather than just the growth in cycling or walking.
- Indicators 43a and 43b relating to killed or seriously injured casualties had been moved from Red to Amber because of a change in target methodology aligning the targets with the Vision Zero Partnership. It was acknowledged that road safety would always be red whilst there were incidents on the road network but an indicator was needed to show trends in incidents and the impact of Council interventions.
- the remarking of lines had previously been carried out in a reactive way. The additional investment of £1.5m would improve road markings and signing particularly mandatory roads markings. Members would be kept updated as the work was carried out.
- data was available on collisions involving legal e-scooters but it was acknowledged that there was a need to consider how other collisions with e-bikes were reported.
- the Service did not have a blanket approach to working from home, as for some it was better to be physically co-located. Each Team had a Team Charter which was reviewed regularly. Less members of staff were actually working from home but it depended on the task and specific role. There were processes to ensure the safety and productivity of staff working at home.

Individual Members also raised the following points in relation to the report:

- welcomed discussion of the new Performance Management Framework in July as some of the data went back to 2021.
- queried whether there was a possibility of identifying from Indicators 43a and 43b fatalities/casualties some form of attribution to areas where safety measures could have been improved or defects. It would then clearly demonstrate how the Service was performing. The Service Director: Highways and Transport agreed to reflect with road safety colleagues on appropriate indicators to cover this point. Action Required.
- highlighted the need to consider what the Council could do in relation Indicators 43a and 43b. There were gradual patterns which could be investigated and addressed

holistically. For example, the number of accidents involving sixth formers had reduced because of the cost of driving. However, there had been increases in collisions involving other categories such as older drivers, delivery vans and electric vehicles. It was therefore not just about the structure of the highway but also working with Public Health, talking to delivery companies, manufacturers of electric scooters and the NHS. The Interim Service Director: Highways reported that this work was undertaken by the Vision Zero Partnership. The Chair highlighted the work of the International Road Assessment Programme in predicting accidents to prevent collisions, and suggested the possibility of bringing a report to a future meeting. Action Required.

- highlighted the need to have an indicator detailing how many times the same pothole had been repaired.
- highlighted the need to repaint the zebra crossing in March.

It was resolved unanimously to note performance information.

216. Highways and Transport Policy and Service Committee Agenda Plan

The Committee received the Highways and Transport Agenda Plan with the addition of the Huntingdon 20mph scheme to the July meeting.

The Local Member for Trumpington asked to see a copy of the draft report on the Southern Busway widening. Action Required.

It was resolved unanimously to note the agenda plan.

Chair

Highways and Transport Committee Minutes - Action log

This is the Committee's updated minutes action log, and it captures the actions arising from recent Highways and Transport Committee meetings and updates Members on the progress in complying with delivery of the necessary actions.

Minutes of the Committee Meeting Held on 23 January 2024

Minute no.	Report	Officer responsible	Action	Update	Status
190.	Peat Soil Affected Roads - Safety and Management Plans	J Munslow	Briefing to be provided on the technical assessments undertaken by Milestone, including prioritisation of routes.	A briefing was held on 11 June 2024.	Complete
193.	Place and Sustainability Risk Register	D Allatt	Member briefing to be organised on climate risk.	A briefing on the Local Highways climate work is scheduled for 29 August 2024.	Ongoing

Minutes of the Committee Meeting Held on 5 March 2024

Minute no.	Report	Officer responsible	Action	Update	Status
202.	Cambridgeshire's Active Travel Toolkit	D Allatt	It was requested that Non-Motorised Users be more clearly defined within the toolkit and greater reference to leisure travel be made.	The Active Travel toolkit was amended to reflect Member's comments. The toolkit is a live document and will continue to be reviewed on an ongoing basis.	Complete

203.	Highways Maintenance Capital Programme	D Allatt	Members sought clarity regarding the A1307 de-trunking as the figures within the report appeared to vary.	<p>The original profile for delivery of the A14 de-trunking grant was provided as £4m per year as an early indication of an anticipated spend profile, prior to the route being de-trunked.</p> <p>Once the route was de-trunked, a more detailed assessment of what was required in Year 1 was undertaken. This identified £8.561m of works.</p> <p>The expenditure will be monitored throughout the year and profiles updated accordingly.</p>	Complete
			Organise a Member briefing on GAIST and how it was being used.	A briefing was held on 18 June 2024.	Complete

Minutes of the Committee Meeting Held on 30 April 2024

211.	Minutes – 5 March 2024 and Action Log	D Allatt	The need for follow up action with Town and Parish Councils in order to build confidence in value for money, as noted in Minute 203 (Highways Maintenance Capital Programme)	A session with town and parish councils will be arranged for August 2024.	Ongoing
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		M Atkins	Provide Members with a written response on funding allocated to East Cambridgeshire, including whether discussion had taken place on the movement of funds with Local Members, and a request for the figures for 2023/2024 to provide a comparison.	A clarification from the Council's Asset Manager was circulated to committee members.	Complete
		F Jordan	Provide a briefing on the procurement of the new Asset Management System for Highways and discuss this possible agenda item with Spokes.	A briefing was provided to all the Committee Spokes.	Complete
213.	Department for Transport Approved Automatic Number Plate Recognition Traffic Enforcement Camera Procurement	P Hammer	Circulate a link detailing the location of ANPR cameras to the Committee.	A map of bus lanes and bus gates is published on the Council's website , which can also be viewed directly on an external website .	Complete
		D Allatt	Arrange for the Chair or the Vice-Chair of the committee to meet with the Local Member for March North and Waldersey in Fenland to see how CPE could be progressed in the District.	A meeting will be arranged for August 2024.	Ongoing

215.	Corporate Performance Report	J Munslow	Provide a briefing to explain the cyclic regime for inspecting gullies and the communication process, with a list of gullies by area.	A briefing will be scheduled for August 2024.	Ongoing
		D Allatt	Reflect with road safety officers on appropriate indicators to cover some form of attribution to areas where safety measures could have been improved or where there were defects.	A Road Safety Update is scheduled to be presented to the committee at its meeting on 3 September 2024.	Ongoing
			Present a report to a future committee meeting on gradual patterns which could be investigated and addressed holistically in relation to road fatalities and casualties.	A Road Safety Update is scheduled to be presented to the committee at its meeting on 3 September 2024.	Ongoing
216.	Highways and Transport Policy and Service Committee Agenda Plan	D Allatt	Provide the Local Member for Trumpington with a copy of the draft report on the Southern Busway widening.	The Local Member received an update.	Complete

Active Travel Fund 4 Extension

- To: Highways and Transport Committee
- Meeting Date: 23 July 2024
- From: Executive Director of Place and Sustainability
- Electoral division(s): Bar Hill, Duxford, Warboys and the Stukeley's, Alconbury and Kimbolton, Buckden and Brampton
- Key decision: Yes
- Forward Plan ref: 2024/072
- Executive Summary: The report outlines funding awarded for three schemes under the Active Travel Fund 4 Extension programme. These are funded by Active Travel England through the Cambridgeshire and Peterborough Combined Authority.
- Recommendation: The Committee is recommended to:
- a) Note progress with the Active Travel Fund 4 schemes;
 - b) Agree that the Council accepts £1.1m of funding from the Cambridgeshire and Peterborough Combined Authority for the delivery of schemes under the Active Travel Fund 4 Extension;
 - c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee and the Section 151 Officer, to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority;
 - d) Approve the ongoing development of the design, including consultation with stakeholders; and
 - e) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to agree the procurement route for projects in the Active Travel 4 Extension programme, using an existing contract or framework available to the authority.

Officer contact:

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1 Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The development of active travel schemes supports the Council vision for a greener, fairer and more caring Cambridgeshire.
- 1.2 Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes. All three schemes proposed under the Active Travel 4 Extension (ATF4 Extension) programme support cycling, wheeling and walking, seeking to promote a shift in short journeys from car based to active travel. In turn, this will reduce car usage and contribute to the Council's net zero ambition.
- 1.3 Ambition 2: Travel across the county is safer and more environmentally sustainable. Designs will consider safe routes for cycling, wheeling and walking to support improving the safety of all road users.
- 1.4 Ambition 3: Health inequalities are reduced. Improving access to safe active travel routes will increase participation in active travel and support public health through better connectivity and greater access to healthier journeys.
- 1.5 Ambition 4: People enjoy healthy, safe and independent lives through timely support that is most suited to their needs. The projects will support delivery of good quality routes providing accessible, low-cost active travel opportunities for residents
- 1.6 Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality services and social justice is prioritised. The projects will contribute to improved access to education and services.

2 Background

- 2.1 Cambridgeshire's [Active Travel Strategy](#) provides a comprehensive set of policies that will enable quality provision of active travel infrastructure and initiatives in Cambridgeshire to contribute to the Council's target to achieve net zero carbon by 2045. By enabling and encouraging more people to travel by active travel modes, the number of journeys made by car can be reduced. Cambridgeshire's [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) sits under the Active Travel Strategy. The LCWIP prioritises routes for Active Travel improvements using a methodology specified by government. Only schemes for routes that have been identified in the LCWIP are eligible for consideration for funding from the government's Active Travel Fund, which is allocated by Active Travel England (ATE).
- 2.2 The ATF4 grant was awarded by ATE to support delivery and construction of walking and cycling facilities. ATF4 was awarded in 2023-24. As part of the ATF4 settlement, an opportunity to bid for funding for two further schemes that were not allocated funding was identified – this process was the ATF4 Extension.
- 2.3 The ATF4 bid submission prioritised schemes that met the ATE funding criteria and were ready for the construction of new walking, wheeling, and cycling networks by March 2025. This included addressing missing crossings or links, considering critical issues, and ensuring high value for money with detailed designs ready. Additionally, schemes that were

in early stages of development, or were complex schemes and required further extensive modelling and/or consultation, but were not yet ready for construction, were also put forward in the bid. Funding has been awarded to the Cambridgeshire and Peterborough Combined Authority (CPCA), with delivery being managed by the Council.

- 2.4 Five schemes were awarded £910,000 funding as part of ATF4, and approval was granted by this Committee in March 2024 to enter a grant funding agreement (GFA) for these schemes. The five schemes funded through ATF4 were:
- Buckden Road, Brampton shared use route (construction)
 - Girton to Eddington improved foot and cycle links (construction)
 - Godmanchester to Huntingdon town bridge modal filter (feasibility study)
 - Huntingdon to Alconbury Weald cycling and walking route (preliminary and detailed design)
 - A505 to Granta Park roundabout improved cycle link (preliminary design).
- 2.5 Construction of the Buckden Road, Brampton shared use route was completed in October 2023. Design work is ongoing on three schemes, with completion expected by July 2024 and further consultation on the Godmanchester to Huntingdon town bridge modal filter over summer 2024. Construction of the Eddington to Girton improved foot and cycle link is expected in autumn 2024, subject to securing available road space.

3 Main Issues

- 3.1 Three schemes have been awarded funding through the ATF4 Extension grant, as shown Table 1 below.

Scheme Name	Delivery Stage	Funding Amount (£)
Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station	Development – detailed design	110,000
Brampton – Hinchingsbrooke	Development – feasibility study	100,000
Whittlesford – Duxford	Construction	890,000

Table 1: Funded schemes

Alconbury Weald to Huntingdon Station

- 3.2 This scheme is part of the LCWIP route between Alconbury, Little Stukeley, Great Stukeley, Huntingdon Business Park and Huntingdon Station. It seeks to widen the existing shared use path on Ermine Street and improve crossings of side roads, as well as improving lighting and drainage. As part of ATF4, £90,000 was secured from ATE for the preliminary and detailed design for the section from Alconbury, Little Stukeley, Great Stukeley and Huntingdon Business Park only. This funding will enable the completion of the detailed design between Alconbury and Huntingdon Business Park and allow for the preliminary design between the Business Park to the railway station, which is expected to be completed by March 2025.

- 3.3 This scheme meets the Active Travel Fund objectives by allowing short journeys from surrounding local villages in Huntingdon area to be walked, wheeled or cycled. It will increase active travel trips to schools and the station and support converting journeys to walking, wheeling and cycling for the new communities around Alconbury and those who live in the surrounding villages.

Brampton to Hinchingsbrooke

- 3.4 This scheme is part of the LCWIP route between the village of Buckden and Hinchingsbrooke. The funding is for the development of feasibility study options to improve active travel routes at the Thrapston Road / Huntingdon Road / Church Road roundabout. The scheme will connect with the Buckden to Brampton scheme, which was delivered in September 2023 as part of ATF4. The feasibility study is expected to be completed by March 2025. The scheme meets the Active Travel Fund objectives by allowing short journeys from surrounding local villages in Huntingdon area to be walked, wheeled or cycled and will increase active travel trips to primary and secondary schools.

Whittlesford Duxford Road

- 3.5 This scheme is part of the LCWIP route (Sawston to Whittlesford/Duxford). The existing footway is very narrow and in poor condition and funding will allow for the construction of a new shared use path along Duxford Road to connect surrounding villages to the rail station and secondary school. Detailed design of this scheme is currently underway, with construction expected in Autumn 2024, following further local engagement. This scheme meets the Active Travel Fund objectives by allowing short journeys from surrounding local villages in Sawston to Whittlesford/Duxford areas to be walked, wheeled or cycled. It will increase active travel trips to the primary and secondary schools and to the railway station.
- 3.6 A total of £1.1m funding has been secured from ATE to fund the three projects. A GFA is being prepared by Pathfinder Legal Services to be completed with the CPCA, subject to approval by this committee, to allow for funding to be passported from Active Travel England through to the Council for delivery.
- 3.7 The detailed design for the Duxford Road shared use path is being carried out internally by the Design and Delivery team. Construction of the shared use path is expected to be carried out by Milestone under the existing Term Service Contract in autumn 2024. Prices within the contract price list will be utilised where applicable, which were assessed to be value for money at point of tender. Where prices for elements of the works do not exist, the Council will seek three quotes through Milestone's supply chain partners. Should the Council be unsatisfied that a value for money threshold has been met and justified by Milestone, a framework available to the Council, such as the Eastern Highways Framework, may be utilised. Design work on Alconbury to Huntingdon Station and Brampton to Hinchingsbrooke will be carried out by Milestone, linking in with previous design work undertaken at or near these locations.
- 3.8 Local Members and the relevant town or parish councils have been briefed on the three schemes within ATF4 Extension. Further public engagement will be undertaken prior to the construction of the Whittlesford Duxford Road scheme.

4 Alternative Options Considered

- 4.1 Funding has been awarded by ATE for the schemes outlined above. If funding is not accepted via the CPCA for work identified, the schemes will be unable to progress at this time until further funding opportunities become available.

5 Conclusion and reasons for recommendations

- 5.1 The ATF4 Extension schemes support Cambridgeshire's Active Travel Strategy, supporting the quality provision of active travel infrastructure in Cambridgeshire. Through enabling and encouraging more people to travel by active travel modes, the number of journeys made by private vehicle can be reduced, contributing to the Council's target to achieve net zero by 2045. Entering a GFA with the CPCA will allow the Council to continue developing and delivering these active travel schemes.

6 Significant Implications

6.1 Finance Implications

As outlined in paragraph 3.5, CPCA has secured £1.1m funding from Active Travel England, which is to be passported to the County Council for delivery of schemes through a Grant Funding Agreement. Funding from ATE is capped at £1.1m and delivery of schemes and risk will be managed by the County Council through the Active Travel Project Board.

6.2 Legal Implications

A Grant Funding Agreement (GFA) is required to secure funding for the schemes from CPCA, as set out in Paragraph 3 and referred to in the report recommendations. The GFA will include terms and conditions of funding from ATE.

6.3 Risk Implications

A risk register for the scheme has been compiled considering key risks for the schemes. As noted in section 6.1 of the report, risk will be reported to and monitored by the Project Board.

6.4 Equality and Diversity Implications

An Equality Impact Assessment (EqIA) has been undertaken for the Duxford Road construction scheme, attached at Appendix 1. Improvements to footway and construction of a wider shared use facility may have a particular improve impact on people with restricted mobility (either by virtue of age or a specific condition or disability), people who are more reliant on public transport (for example younger people, women and disabled people), and people who may be particularly vulnerable to changes made to the public realm (for example partially sighted or blind people, people with mobility impairments). The proposed shared use facility follows the line of an existing path and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (benches) and trees planted along the route. The proposals will ensure safer routes for active travel lining the two parts of the village and easier access to public transport links, thereby encouraging people to live healthy and independent lives.

6.5 Climate Change and Environment Implications (Key decisions only)

The scheme will support active travel and is expected to generate additional walking, cycling and wheeling trips.

During construction, materials will be recycled where possible and waste will be minimised. Further details on the construction waste management and use of recycled materials will be confirmed during the pricing phase in discussion with the contractor.

There is a proposal to plant additional trees along the route of the Whittlesford Duxford Road construction scheme, with species to be determined during the detailed design.

7 Source Documents

7.1 None

CCC623911592

Directorate: Place and Sustainability

Service: Project Delivery

Team: PD - General

Your name: Daniel Crawshaw

Your job title: Project Manager

Directorate: Place and Sustainability

Service: Project Delivery

Team: Project Management

Your phone:

Your email: daniel.crawshaw@cambridgeshire.gov.uk

Proposal being assessed: Duxford road Footway Cycleway

Business plan proposal number: Cambs County Council

Key service delivery objectives and outcomes : Cambridgeshire County Council is working in collaboration with Cambridgeshire and Peterborough Combined Authority (CPCA) to deliver a Three Active Travel 4 Plus projects where funding has been secured from Active Travel England. One of these projects is the Duxford Road cycleway Schemes with the aim being to construct a new Footway / Cycleway linking the village of Whittlesford following detailed design. This will enable Pedestrians and cyclists (including many school children and students) to safely travel along Duxford road where there is currently only a narrow path running adjacent to the main road. Active travel, including walking and cycling, is a priority and local transport objective in Cambridgeshire. All transport infrastructure requirements and schemes are recorded in the Cambridgeshire Transport Investment Plan. Schemes are prioritised and funding sought as opportunities arise. Cambridgeshire and Peterborough Combined Authority (CPCA) is the local transport authority for Cambridgeshire. Active and sustainable travel are amongst the objectives as detailed in the draft CPCA Local Transport and Connectivity Plan. Employment - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity Resilience - Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability Accessibility - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all Health & Wellbeing - Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles Climate Change - Reduce emissions to as close to zero

as possible to minimise the impact of transport and travel on climate change and the funding and delivery of an accessible, resilient, sustainable and safe local transport network. The Design and Delivery team's key ambitions include a Net Zero target by 2045, reduced health inequalities by encouraging more people to use non-motorised forms of transport and lead healthy safe independent lives, a commitment to engage effectively with communities to help places prosper and provide sustainable, low cost travel options which allow children and young people to thrive

What is the proposal: The Active Travel funded proposals are to construct a new shared use facility to the East side of Duxford road linking the two parts of the village. This will be a 3m wide facility with improved signage , street furniture and crossing points. There will also be improved drainage of the area and proposed tree planting along its route. The Key element is the improved and widened shared use facility that will provide safer travel alongside Duxford road

What information did you use to assess who would be affected by this proposal?: The proposal intends to reduce inequality and promote public health by enabling safer sustainable journeys. The scheme has the potential to provide a green legacy in respect to increasing active travel. The Scheme was identified in 2023 from a list of proposals which Cambridgeshire County Council scored on a variety of criteria including Connectivity, Climate, Environment, Health, Safety and Economic benefit. It was awarded funding for Construction in 2024 . Preliminary and detailed design have been carried out prior to the Construction funding award. Following Preliminary design there was some consultation with the Parish council and local CCC members who raised some concerns that we have tried to remove with the design. The main concern being that it is a shared use facility. This will be 3m wide and enable safe use for people in opposite directions. The shared use was one of the requirements for the funding from Active Travel England and its agreement. More thorough engagement with the Parish Council and public is been undertaken during the Detailed design phase. Local community in Whittlesford: those residents with a protected characteristic and/or a disability who live in Whittlesford or attend the School who wish to walk or wheel will benefit from the increased width of the shared use facility as well as safer access to Public Transport links (Train station) . Those who need to use a motor vehicle would not experience any additional level of inconvenience as a result of the proposed changes. It then follows that the scheme would have a positive impact on individuals with a protected characteristic. The proposal had been assessed against how it fits with government guidance and what direct transport benefits it offers. Guidance and research includes: DfT "Inclusive Mobility" (Dec 2021), CCC's "Equality, Diversity & Inclusion Strategy (2023-27)", "Active Travel Strategy" (Mar 2023) and "Active Travel Design Guide" (Jan 2023) and TRL - "Accessible Public Realm: Updating Guidance and Further Research" (Jan 2020).

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: The proposal will primarily affect people who use the existing footway between Whittlesford village and the area including the Train station to the south (and further links to Duxford and other villages) The village is separated with a north section which includes Residential properties, Churches, Primary school, Village hall, Hospitality and Sports premises. The Southern section is Residential with a Public House, Hotel and Railway station These two parts of the village a linked by Duxford road an currently there is a narrow footway which dos not encourage active travel. Improvements to footway and construction of a wider shared use facility may have a particular improve impact on people with restricted mobility (either by virtue of age or a specific condition or disability), people who are more reliant on public transport (for example younger people, women and people with disabilities), and people who may be particularly vulnerable to changes made to the public realm (for example partially sighted or blind people, people with mobility impairments) The proposals will ensure safer routes for active travel lining the two parts of the village and easier access to Public transport links, thereby encouraging people to live healthy and independent lives.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: Don't know

What is the significance of the impact on affected persons?: The proposed shared use facility will provide a safer route for Pedestrians , Cyclists and Disabled by improving the width and quality of the existing footpath. This will improve the links to Public transport (Train station and Bus stops along route)

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Disability: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Gender reassignment:

The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Marriage and civil partnership: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Pregnancy and maternity: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Race: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Religion or belief (including no belief): The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Sex: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Sexual orientation: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Socio-economic inequalities: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Head of service: Michael Williams

Head of service email: Michael.williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Procurement of Electric Vehicle Infrastructure

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/049

Executive Summary: This paper provides an update on a proposed project to improve the delivery of electric vehicle charging infrastructure, particularly for residents who don't have access to off-street parking, to support the transition to electric vehicles.

The report provides an overview of the work that has been undertaken to date, seeks delegated authority to sign a grant funding agreement and to progress with the required procurement activity to deliver on-street charging infrastructure. This will be delivered through funding from the government's Local Electric Vehicle Infrastructure Fund.

Recommendation: The Committee is recommended to:

- a) Note the range of work that is being undertaken locally to accelerate the roll-out of Electric Vehicle Charging Infrastructure, and the specific objectives and purpose of the Local Electric Vehicle Infrastructure Fund;
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to sign any grant funding agreements to draw down allocations from the Cambridgeshire and Peterborough Combined Authority;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to commence procurement for the delivery of the project; and
- d) Note that a report to seek final approval to commence the project and enter into contracts will be presented to a future meeting of the Highways and Transport Committee.

Officer contact:

Name: Chris Poultney

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes: Transport is the largest contributor to Cambridgeshire's carbon footprint. The phasing out of internal combustion engine vehicles will reduce this source of carbon emissions significantly over time. However, the ability to charge a vehicle due to lack of access to off-street parking remains a barrier for many residents wishing to make the transition to electric vehicles. The Local Electric Vehicle Infrastructure fund seeks to accelerate the provision of on-street public charging infrastructure particularly aimed at residents who don't have off-street parking.
- 1.2 Ambition 2: Travel across the county is safer and more environmentally sustainable: Transport is the largest contributor to Cambridgeshire's carbon footprint. The transition to electric vehicles will reduce this source of carbon emissions significantly over time.
- 1.3 Ambition 3: Health inequalities are reduced: There are already a number of transport-related Air Quality Management Areas (AQMAs) across the county. The transition to electric vehicles will reduce the amount of harmful emissions from internal combustion engine vehicles and help improve air quality
- 1.4 Ambition 4: People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs: In the long term it is people with mobility challenges who are most likely to still require private cars and therefore need appropriate means to decarbonise those vehicles. Through ensuring that accessible public EV chargepoints are specified and meet the standards set out in national guidance, the infrastructure can be used by all EV users.
- 1.5 Ambition 5: People are helped out of poverty and income inequality: Public sector involvement in identifying sites for public charging infrastructure will help ensure that there is an equitable distribution across the county and not just in locations that are commercially attractive to chargepoint operators. Through having some control over pricing, steps can also be taken to reduce the inequality of the cost of charging for those who can charge from home and those who can't as they don't have off-street parking.

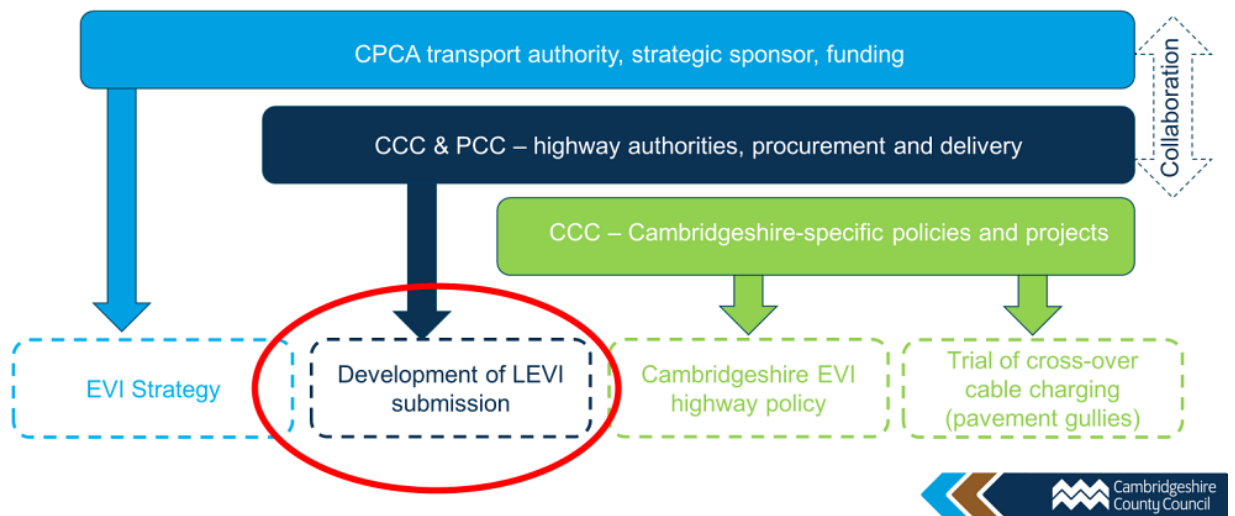
2. Background

- 2.1 Transport accounts for around 27% of Cambridgeshire's carbon footprint, with road traffic forming the significant proportion of this. It also contributes to poor air quality in some parts of the county, with several transport-related AQMAs being in place. The Local Transport and Connectivity Plan, developed and adopted by the Cambridgeshire and Peterborough Combined Authority (CPCA) in 2024, accepts that a range of approaches is needed to sufficiently reduce carbon emissions.
- 2.2 Given the geography of the area, private car use will remain the only viable choice for many journeys and by facilitating the transition to electric vehicles, significant progress can be made towards achieving net zero from road transport sources.
- 2.3 Furthermore, the government has introduced a ban on the sale of new internal combustion

engine cars and vans from 2035, in a bid to accelerate the rollout of zero emission vehicles and increase uptake of new, green technologies. To facilitate this, the volume and distribution of electric vehicle charging infrastructure will need to be considerably increased, with the government estimating that approximately 2,500 publicly available chargepoints (assuming two sockets per chargepoint) will be needed in Cambridgeshire by 2030 to keep up with demand.

- 2.4 The government is clear that local authorities, in partnership with the private sector, have a key role to play in accelerating the rollout of EV chargepoints. These include:
- Developing an Electric Vehicle Infrastructure Strategy,
 - Identifying sites,
 - Working with the public and chargepoint operators,
 - Boosting the rollout of publicly accessible EV charging; and
 - Facilitating a just transition through helping address market failure.
- 2.5 The diagram below sets out the context of the work that is being undertaken in relation to electric vehicles, showing the CPCA as the owner of the overarching strategy, and more specific work that the Council is doing to support delivery of this strategy.

Procurement of electric vehicle infrastructure



- 2.6 To support the delivery of Electric Vehicle charging infrastructure, the government established the Local Electric Vehicle Infrastructure (LEVI) Fund. The two key objectives of the fund are:
- To accelerate deployment of public on-street chargepoints to support residents without off-street parking, specifically by delivering local, primarily low power, on-street charging infrastructure across England;
 - To accelerate private sector investment into local charging infrastructure.
- 2.7 The CPCA has received an allocation from this funding to distribute Cambridgeshire County. There is a requirement from the funders that Council (the Council) and Peterborough City Council (PCC) work together to agree a joint commercial and

procurement approach.

- 2.8 This committee approved a policy on 5 December 2023 setting out the Council's current position around on-street charging infrastructure.
- 2.9 A further paper was presented to this committee on 5 March 2024 setting out the details of a proposed pilot of charging cable cross-over solutions, which would enable residents without off-street parking to charge their electric vehicle from their domestic power supply, benefitting from cheaper tariffs. Whilst not the focus of the LEVI funding, such products would provide another means by which residents could charge their vehicles and hence be part of the mix of solutions.
- 2.10 This paper outlines the proposed application of the LEVI fund, seeking approval to draw down the Council's allocation of the LEVI fund from the CPCA and procure a chargepoint operator. Approval to proceed with the project for the installation of EV charging infrastructure throughout the county will be sought following that process.

3. Main Issues

Work to date

- 3.1 Work has been ongoing over the last twelve months to develop a local position on various aspects of electric vehicle infrastructure. This will inform how the LEVI funding will be used to accelerate infrastructure locally, ahead of demand.
- 3.2 The CPCA, in its role as transport authority, has recently adopted an Electric Vehicle Infrastructure Strategy, which sets out how EVs fit in with the wider approach to reducing carbon emissions and improving air quality without undermining efforts to increase use of public transport and active travel, improve accessibility and reduce congestion.
- 3.3 In developing the strategy, data was gathered and analysed to help understand where public charging infrastructure is currently located, areas without coverage and the extent to which residents do not have access to off-street parking, which is the focus of this fund. Stakeholder engagement was also undertaken to aid understanding of consumer needs and preferences. As part of the development of the LEVI submission, engagement has also begun with the Distribution Network Operator to gain an understanding of where grid capacity pressures exist, as well as soft market testing with Chargepoint Operators to gain insight into locations which are unlikely to be commercially viable and as such a potential focus for this fund.

Local EV Infrastructure Fund

- 3.4 As the Tier 1 authority for the area, the CPCA has been allocated £5.4m capital funding from the Office of Zero Emission Vehicles (OZEV), which will be split across the Council and PCC. This is a data-led figure derived by OZEV for each local authority area.
- 3.5 In order to secure this allocation, the CPCA submitted an application on 19 July 2024. Alongside this, the outline approach and procurement strategy has been submitted. If the application is approved, 90% of the capital funding would be released, with the remaining

10% being released once the local authority's contract is agreed. If the application is approved, the Council can proceed to procure a supplier as set out in the proposal.

- 3.6 As the focus of the fund is the provision of largely on-street charging infrastructure, in practice the delivery will be undertaken by the Council and PCC as the highway authorities. In order to do this, a standard Grant Funding Agreement (GFA) will be executed to allow the CPCA to transfer the capital funds to the highway authorities.
- 3.7 Discussions are underway with the Council's legal team to agree a Grant Funding Agreement that sets out how the Council's portion of this grant will be transferred to it. An initial amount of funding covering resourcing and the procurement of the contract and procurement documents has already been secured by the CPCA.

Commercial approach

- 3.8 The Council and PCC are seeking to procure a long-term turn-key arrangement with one or more chargepoint operators to provide largely on-street public chargepoints. The contract will include provisions for design, installation, operation and maintenance of the chargepoints, as well as payment systems. A key element of the contract will be the leverage of significant private sector investment to support its delivery.
- 3.9 Due to the requirement from the funders for the Council and PCC to work together on a joint commercial and procurement approach, officers have undertaken work to explore what the most appropriate commercial model for the area would be. Following internal discussions at both authorities, discussions with other authorities, as well as a strong steer from the funders, OZEV, the Council will be seeking a concession arrangement that will allow a degree of control over locally-important outcomes whilst minimising the council's exposure to risk in a newly emerging market. This type of commercial model will:
- allow the Council to invest the LEVI grant into some of the capital costs;
 - retain some control over the quality of service, pricing structures and/or location of the infrastructure through contract management and performance monitoring;
 - enable a focus on local outcomes, especially impacts identified in the Equality Impact Assessment, (EqIA). As a largely rural county, the equitable distribution of chargepoints is a key consideration, especially in areas where there is a need for charging infrastructure but where such provision may not be commercially viable;
 - give the opportunity for revenue share, although research from other authorities suggests that as the market is still emerging, the scale of revenue generation is likely to be small, especially early in the contract.
 - transfer the risk associated with the installation, maintenance, operation, responding to technological innovation and asset utilisation risk to the service provider; and
 - leverage in private investment from the market, thus meeting the requirements of the funders.
- 3.10 The concession model provides the optimum balance between risk and control for the current position locally with EV infrastructure, especially as EV technology is evolving quickly. Technology, as well as consumer behaviours and preferences are already rapidly evolving, therefore provisions to ensure the EV charging solutions provided through the

contract keep pace with innovation are included in the specification.

Procurement approach and route to market

- 3.11 In order to undertake the formal procurement process, a lead authority was identified. Based on an assessment of available resources and capacity, PCC will be leading the procurement, with officers from both authorities working together closely in a relationship set out in a Memorandum of Understanding. It is expected that both authorities will benefit from securing a better offer from the market by pooling their resources, but that two individual contracts with the supplier will be put into place so that both the Council and PCC retain operational control in their areas.
- 3.12 Soft market testing was undertaken in autumn 2023, which revealed significant appetite from the market to work across the Cambridgeshire and Peterborough area. Responses from chargepoint operators suggested that the market is open to a range of models and contractual arrangements.
- 3.13 Legal and procurement advice has been sought over the most appropriate route to market for this procurement. For the value of the contract and commercial model that is being sought, officers have been advised that an open tender will be required in order to remain compliant with current procurement rules.

4. Alternative Options Considered

- 4.1 In reaching a proposed way forward, a do-nothing approach, as well as alternative commercial and procurement options were considered and ruled out.
- 4.2 Do-nothing: A 'do-nothing' approach was not considered appropriate. Whilst the EVI space is evolving at speed, the government has suggested that the LEVI fund will be the only substantial funding avenue aimed at residential charging at the current time. A decision to not submit an application or develop a procurement and commercial package would result in the loss of a substantial part of the £5.4m of grant funding for EVI, as well as considerable private sector investment in the infrastructure. Not taking advantage of the fund would also mean that the delivery of EV infrastructure was left entirely to the private sector, which would prioritise commercially viable sites, leaving large swathes of rural Cambridgeshire without provision.
- 4.3 Alternative Commercial models: Different commercial models were also considered, including, 'Own and Operate', 'Joint Venture' and 'Land Lease'. Both the 'Own and Operate' and 'Joint Venture' models were considered to place too much risk with the Council, especially in a market which is new and evolving at pace. Whilst the level of control for the local authorities is high, so too is the level of risk as all the investment would be undertaken by the public sector. Conversely, for a 'Land lease' model, whilst the risk is low as the private sector would bear the cost of investment, the level of control is also low, as local authorities would have little leverage with which to influence the location of chargepoints. In all three cases described in this section, there would be limited scope to leverage in private sector investment, ensuring that chargepoints are equitably distributed across the area and not just installed in commercially viable locations. The preferred concession model would allow the Council to retain some control over how chargepoints are distributed.
- 4.4 Alternative route to market: Several public sector frameworks exist for EV infrastructure. Such frameworks are often used as they require a less complex and lengthy procurement process than an open tender process. However, their use is dependent on the value of the contract and the type of commercial model being procured. Whilst the use of a framework would be preferable for the reasons set out, legal and procurement advice received suggests that, in their current form, these frameworks would not be lawful to use in this circumstance. This is a national issue that has come to light very recently and is affecting many authorities submitting LEVI bids.

5. Conclusion and reasons for recommendations

- 5.1 A submission to the Local Electric Vehicle Infrastructure fund has the potential to provide a step change in the level of public electric vehicle charging infrastructure available, and to leverage in significant private investment across the county. A joint procurement with PCC is a requirement of the funders and will provide a more attractive offer in terms of scale for any potential bidders. A concession arrangement is considered to give the Council the optimum balance of benefit versus risk in a market which is still emerging and will allow a degree of control over locally important outcomes.
- 5.2 However, before any project proceeds, a full gateway review would be undertaken which would assess the affordability of the project in both capital and revenue terms to the

Council, the level of risk the project would present to the Council together with appropriate risk management and control arrangements in place, the details of any proposed contract terms and contract period, and confirmation regarding ongoing maintenance responsibilities. The final approval for the project will be subject to a future report to this committee.

6. Significant Implications

6.1 Finance Implications

The requirement for an open tender process instead of calling off an existing framework is likely to incur greater legal and procurement costs than originally anticipated. However, these costs will be covered by the initial funding allocation already secured.

Any contract will require on going management and the proposed length of the contract will be assessed to ensure this is acceptable to the Council. Furthermore, the ongoing revenue funding for the project will need to be reviewed and confirmed before the final project approval is provided.

6.2 Legal Implications

A Grant Funding Agreement will need to be signed in order for the CPCA to transfer LEVI funding to the Council. A Memorandum of Understanding will regulate the working relationship between the Council and PCC. A concession contract will be procured to cover the long term roll out of EV infrastructure, as described in the LEVI bid.

Legal advice has been sought on the appropriate route to market, which confirms that an open tender process will be required. The legal costs of developing this tender are likely to be higher than calling off a framework, as it is a more complex process, but these will be covered by the grant funding.

6.3 Risk Implications

There are a number of procurement and legal risks already outlined in sections 3.6 and 3.11-3.13 of this report.

There will be many authorities going out to tender at the same time as part of the LEVI programme. There is a risk that the specification developed by the Council and PCC is not attractive enough for chargepoint operators to respond, or that the contract is not of sufficient scale to compete with larger authorities. Soft market testing has been undertaken to mitigate this risk in so far as is possible.

The EV charging market is still in its infancy, with technology and uptake evolving at pace. Whilst considerable market research has been undertaken to inform the commercial model, there is a risk that the market changes in ways that haven't currently been considered, or assumptions used in modelling predictions change, meaning that uptake is faster or slower than anticipated and the contract doesn't work in the way it was anticipated. Appropriate legal and procurement advice will be sought to ensure that the wording of any contract mitigates this risk in so far as possible.

6.4 Equality and Diversity Implications

An EqIA has been completed for this work, and is attached at Appendix 1. Mitigations for the potential equality impacts identified are detailed within the assessment. A concession

arrangement has been chosen in part because it allows the Council to have more control over some of the impacts identified in the EqIA, particularly around the equitable distribution of chargepoints around the county.

6.5 Climate Change and Environment Implications

Transport is the largest source of carbon emissions in the county, with the significant majority of these emissions from road transport. The transition to electric vehicles will significantly reduce the impacts from this source. Providing public infrastructure to enable convenient, affordable charging options ahead of demand will help increase confidence in the charging network and accelerate that transition to electric vehicles and towards net zero. At the tendering stage, chargepoint operators will be questioned around their approach to environmental issues and carbon reduction in their project delivery. Contract management will ensure any commitments made are adhered to. The successful supplier will also be required to sign up to the Council's Carbon Charter.

6.6 Procurement implications

An open tender process is required, unless any changes are made nationally to resolve this in a suitable timeframe.

The need to use an open tender process will be more time and resource intensive. The procurement will be governed by the Procurement Act 2023, rather than the familiar Public Contract Regulations (2015). This means that there is added risk and potentially additional time needed for the procurement as the processes and transparency requirements needed will be reasonably new.

7. Source Documents

7.1 [The Council's On-Street Electric Vehicle Infrastructure Policy](#)

EQUALITY IMPACT ASSESSMENT

Reference: CCC625217826

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

Your name: Sarah Hatcher

Your job title: Principal Transport and Infrastructure Officer

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

Your phone: 01223 715484

Your email: Sarah.Hatcher@cambridgeshire.gov.uk

Proposal being assessed: Procurement of Electric Vehicle Infrastructure

Business plan proposal number: n/a

Key service delivery objectives and outcomes:

In May 2019, Cambridgeshire County Council declared a Climate and Environment Emergency, setting us on a pathway to securing a sustainable future for our County and its residents. It committed us to achieving net zero in Cambridgeshire by 2045, through decarbonising our communities and businesses. In response to this, a Climate and Environment Strategy was developed and adopted in 2022, which provides a framework for this change and puts climate change and biodiversity at the heart of the council's work. In order to become a net zero area by 2045, one of the strategic priorities of the strategy is to enable and encourage the use of low-carbon transport, which includes electric vehicles (EVs). Government has announced the sale of new petrol and diesel cars and vans will be banned from 2035 in a bid to accelerate the transition to cleaner low emission vehicles. Whilst still forming a relatively small percentage of overall vehicles, absolute numbers of new EVs registered to addresses in Cambridgeshire have been growing exponentially in recent years and these figures are only going to get larger, particularly as second and third hand markets for these types of vehicles begin to emerge.

To support this, there will need to be a step change in the provision of electric vehicle charging infrastructure across the network, particularly those available for public use and infrastructure for use by residents who do not have access to offstreet parking. The amount of EV charging infrastructure has not grown at the same rate as the uptake of the vehicles themselves and this is seen as one of the barriers that could slow the transition to EVs. As of April 2024, there are some 380 publicly available chargepoints in Cambridgeshire. This figure will need to rise considerably to stimulate and keep pace with demand. Furthermore, at the current time, there is no

legal means available for residents without off-street parking to charge their electric vehicle from their domestic electricity tariff, whilst parked on the public highway. This means that such residents are wholly reliant on charging from more expensive public chargepoints.

Cambridgeshire County Council has already considered and adopted a policy on the provision of EV infrastructure on the public highway and has also approved a trial of cross-over cable charging solutions. EqlAs have been undertaken for both these pieces of work and the findings from both of these are rehearsed again here, as well as new evidence included.

What is the proposal:

Government is keen to accelerate the delivery of electric vehicle charging infrastructure in order to provide confidence in the market and stimulate demand for the transition to EVs. It is recognised that EVs have a role to play in meeting our net zero targets and that there will be considerable benefits brought to our cities and towns through improved air quality. It also recognises that one of the barriers to transition to EVs is the perceived and actual lack of charging solutions for residents who don't have access to off-street parking. To address this, it launched the Local Electric Vehicle Infrastructure (LEVI) fund with the objectives of accelerating the roll out of public on-street chargepoints to support people without off-street parking and leveraging in private investment.

Cambridgeshire County Council is required to work with the Cambridgeshire and Peterborough Combined Authority and Peterborough City Council to develop a submission to the Office for Zero Emission Vehicles (OZEV) to draw down the funding and demonstrate how we expect the private sector to work with us to roll out a network of public chargepoints across the county. This will be through the design of a commercial approach and development of a procurement exercise to deploy EV chargepoints across the county.

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

There are a number of angles from which to consider the impact of the proposal:

1. The impact of the general approach to the siting of EV infrastructure on the public highway and the interaction with other policy areas
2. The accessibility of an EV chargepoint itself once a location has been determined
3. The impact on socio-economic groups by not being able to have access to cheaper, domestic electricity tariffs as they have no off-street parking
4. The impact of not being able to access a public chargepoint within a reasonable distance of home

In considering these aspects, data was sought on car ownership and access to a vehicle, data around people who walk, wheel and cycle, studies and research carried out by campaign groups and groups representing people with protected characteristics. Data was also sought on the percentage of homes without access to

off-street parking, the current locations of publicly available chargepoints, indices of multiple deprivation, the distribution of Motability customers, travel to work data and commute distance.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All staff countywide, All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?:

All employee and service user groups will be affected by this proposal in the longer term if they use a vehicle, whether as a driver, passenger or have visitors. With the government ban on the sale of new ICE vehicles from 2035, there will be a more mature second and third hand market for EVs than currently exists. In situations where people don't have the ability to charge at or near their home because they have no off-street parking, this will become a barrier to making the switch to EVs.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups:

Mixture of over/under represented and in line with population, depending on the group

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: Yes

Does the proposal relate to an area with known inequalities?: Don't know

What is the significance of the impact on affected persons?:

The impact of not being able to access a public chargepoint within a reasonable distance of home

Analysis of data has shown that across the county there are significant proportions of households who it is estimated don't have access to off-street parking. The table below illustrates how this varies across districts and compares to the number of known public chargepoints and the number of chargepoints per 100,000 population.

	Estimated % of households without off-street parking	Number of public chargepoints in district (as at Jan 2024)	Number of public chargepoints per 100,000 population (as at Jan 2024)
Cambridge	49%	146	100.9
East Cambridgeshire	21%	42	47.6

Fenland	20%	11	10.7
Huntingdonshire	23%	77	42.4
South Cambridgeshire	21%	102	62.6

The figures demonstrate how the market is currently catering for commercially viable locations. Despite almost half of Cambridge households estimated not to have access to off-street parking, there are ten times more public chargepoints per 100,000 population than in Fenland.

This shows a significant impact in more rural areas, where around one in five households are estimated to not have off-street parking but are also poorly served by public chargepoints.

The impact on socio-economic groups by not being able to have access to cheaper, domestic electricity tariffs as they have no off-street parking

Under the current UK tax system, domestic electricity supplies are subject to VAT at 5%, whereas it is charged at 20% on all other supplies, including public chargepoints. Time of use tariffs are increasingly being introduced that domestic electricity customers can take advantage of to reduce their electricity costs, particularly when use is overnight when demand is lower.

Because of this discrepancy in VAT tariffs, it will be more expensive for those without the ability to charge their EV from their domestic supply than those who can. Properties that have space for off-street parking have a larger curtilage and generally are more expensive than those that do not. It can be inferred that the types of property that don't have the benefit of off-street parking are likely to be inhabited by residents in a lower socio-economic group than in areas where the prevailing property type allows for more off-street charging. There is therefore likely to be a significant impact in the future when the second and third hand market for EVs replaces the same market for ICE vehicles where it will cost more to charge for people on lower incomes as they are wholly reliant on public chargepoints. Based on current tariffs, there is an emerging equity issue between those who can charge from home and those who rely on public chargepoints.

The impact of the general approach to the siting of EV infrastructure on the public highway and the interaction with other policy areas:

If EVCPs are located in the footway, or cables or other obstructions are placed across the footway to connect to a vehicle on the carriageway, then the greatest impact is likely to be on pedestrians or those who use wheeled modes such as wheelchairs, mobility scooters or who are encumbered with pushchairs. The impact of additional street furniture can be significant for groups with disabilities.

The Disabled Citizen's Inquiry, funded by the Motability Foundation and undertaken by Sustrans, researched the impact on environment for disabled people and found that: 41% of disabled people in the UK often experience problems reaching their destination due to the accessibility of the environment around them on a typical

walking or wheeling journey, increasing to 55% for people with mobility impairments or learning disabilities; 58% of deaf or hard of hearing people and 64% for blind or visually impaired people.

The significance of issues for disabled people with street clutter and obstacles is further nuanced by the intersectionality of other protected characteristics, such as sex and ethnicity. The same research found that 45% of disabled women, compared to 35% of disabled men experience difficulty getting to their destination. This reflects wider enduring trends around the gendered division of unpaid labour and caring responsibilities still overwhelmingly lying with women. Whether or not they are disabled, women tend to be more encumbered by travelling with prams and pushchairs, small children or elderly people they are caring for.

Disabled women can feel the double impact of their gender and disability. Disability when it intersects with ethnicity also exacerbates the difficulties that white disabled people encounter in additional obstacles in the environment. 53% of disabled people of colour often experience difficulties reaching their destination due to accessibility, compared to 32% of white disabled people. Furthermore, the Disabled Citizen's Inquiry also found that when disability intersects with socio-economic factors such as low income, then the cumulative impact can be seen, with a considerably higher proportion of disabled people in socio-economic groups D and E often experiencing negative impacts.

The accessibility of an EV chargepoint itself once a location has been determined:

It is estimated that by 2035 when the ban on the sale of new diesel and petrol cars comes into effect, there will be around 2.7million drivers with disabilities who will need to be able to use EVCPs to charge their electric vehicles. Ensuring that where EVCPs are installed they are accessible to everyone needs careful consideration.

Charging infrastructure is developing rapidly and there are many examples where consideration of accessibility needs have not been undertaken. A piece of research was conducted by the Research Institute for Disabled Consumers in 2019 to understand the challenges that disabled people faced when trying to use EVCPs. The respondents to its survey overwhelmingly identified as having a mobility impairment (75%) and/or a dexterity/physical strength impairment (27%). 73% of respondents who had seen publicly available chargepoints perceived them as neither accessible nor easy to use. They cited reasons such as insufficient width of parking bays to manoeuvre around, height and position of charging points, lack of EVCPs available and the time taken to charge.

This lack of accessible charging infrastructure is potentially a significant impact for disabled drivers. Many disabled drivers make use of the Motability scheme to lease accessible vehicles in exchange for their mobility allowance. The scheme is forging ahead with offering EVs as an option and their availability will only increase as the 2035 date for the ban on sales of new petrol and diesel cars approaches. The lack of accessible chargepoints will become a significant issue for these users if not addressed.

Properties that have space for off-street parking have a larger curtilage and generally are more expensive than those that do not. The types of property that are likely to benefit from this trial mean that there are likely to be more people in a lower socio-economic group than in areas where the prevailing property type allows for more off-street charging. Those in lower socio-economic groups are more likely to need to use the footway and be impacted by intersectionality issues identified, therefore any negative impacts of the cross-over trial are likely to be significant.

Category of the work being planned: Procurement

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Sex, Socio-economic inequalities; rural isolation

Research, data and /or statistical evidence:

Research relating to age:

Public Health England: [Working together to promote active travel \(2016\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Research relating to disability:

DfT: [Walking and cycling statistics factsheet \(2021\)](#)

Research Institute for Disabled Consumers: [Going electric? Research report into the accessibility of electric vehicles \(2021\)](#)

Motability: [The Transport Accessibility Gap \(2022\)](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Research relating to sex:

DfT: [Walking and cycling statistics factsheet \(2021\)](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#)

Women's Budget Group: [Towards gender inclusive and sustainable transport](#)

[systems \(2021\)](#)

International Transport Forum: [Transport Innovation for Sustainable Transport - a gender perspective \(2021\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Invisible Women by Caroline Criado-Perez Invisible Women | Caroline Criado Perez

Possible: [Streetspace Invaders: mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Research relating to socio-economic status:

DfT: [Walking and cycling statistics factsheet \(2021\)](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#)

The Health Foundation: [Trends in households without access to a car \(2021\)](#)

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#)

Possible: Streetspace Invaders: [mitigating the growing risk that EV charging poses to scarce pedestrian space \(2023\)](#)

Cenex: [Electric Vehicle Infrastructure Barriers \(2021\)](#)

Research on market costs and infrastructure:

ZapMap: [Charging Price Index \(accessed May 2024\)](#)

ZapMap: [Public Chargepoint locations \(accessed May 2024\)](#)

DfT: [Electric Vehicle Charging Device Statistics \(accessed May 2024\)](#)

Research on local data:

Motability customers: Distribution of customers in Cambridgeshire

Cambridgeshire Insights: [Census 2021 Travel to Work summary](#)

Cambridgeshire Insights: Indices of Multiple Deprivation

Consultation evidence:

Research Institute for Disabled Consumers: [Going electric? Research report into the accessibility of electric vehicles \(2021\)](#) Appendix C sets out questions used in survey to inform research.

Designability: [Design guidance accessible EV charging \(2022\) Engaged with 200 Motability scheme members](#)

Sustrans: [The Disabled Citizen's Inquiry \(2022\)](#) The appendix of this report sets out

the methodology used, details questions asked at workshops and criteria for people invited to participate in workshops.

Sustrans: [The Greater Cambridge Walking and Cycling Index \(2021\)](#) Includes the questions and results of an attitudinal survey conducted June-August 2021

Cambridgeshire and Peterborough Combined Authority: (2024) Survey on consumer behaviour and preferences of current and future EV drivers (to be published June 2024)

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?:

The deployment of publicly available EV chargepoints is currently largely led by the private sector, based on commercial viability, resulting in large swathes of the county without access to a publicly accessible chargepoint near their home. Through a successful submission to the LEVI fund, the county council and its public sector partners have the opportunity to help shape a network of public chargepoints, ensuring an equitable distribution across the county and addressing market failure where sites aren't necessarily commercially viable.

Through involvement in the procurement of EVI, there is an opportunity to ensure that locally-important outcomes are achieved, rather than the deployment of EVI being limited only to commercially viable locations.

Through using local data, we can explore through early engagement with the market and stipulation through the procurement process where we consider provision must be made as part of the letting of contracts.

Whilst unlikely to achieve parity with domestic supply tariffs under the tax system, we can explore ways through our leverage of making the gap between domestic charging costs and public charging costs smaller, so that those who can only afford to live in smaller properties and are therefore less likely to have off-street parking are not further disadvantaged by having to pay more to charge their vehicle.

With fleets leading the transition to EVs, even in areas of the county where EV ownership is currently lower, there is evidence of unmet need for on-street charging for residents who need to bring a vehicle such as a van home overnight to charge. It is anticipated that Motability, who provide adapted vehicles for disabled people will have transitioned their entire fleet to electric vehicles by 2027. Data shows that Motability customers are distributed widely across the county, including in the rural districts with fewer public chargepoints. Therefore increasing provision in these areas will be beneficial to disabled drivers or passengers.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?:

Without mitigation, the following negative impacts could be anticipated through an increase of chargepoints across the county:

- Narrowing of footways through increased street clutter:

Without a strong policy position on the presumption against siting EVCPs in the footway except in exceptional circumstances, the forecast increase in EVCPs required to meet demand could result in the narrowing of footways and an increase in the amount of obstacles in the footway in the form of street clutter. A narrowing of the footway is likely to result in circumstances arising where two wheelchairs or pushchairs are unable to safely pass each other, even where the footway is currently wide enough to do so which often isn't the case. Again, this impact is likely to disproportionately affect disabled groups, females (who are statistically more like to be undertaking caring responsibilities) and older groups.

- Inaccessible EVCPs:

Without a strong policy position on our requirements and standards around the accessibility of EVCPs themselves, then research shows that there could be negative impacts around lack of signage and information; the built environment - including space around the vehicle - and the chargepoint itself in terms of being able to see reach and use parts of the unit. Again, the most impacted groups are likely to be disabled groups, older groups and those with caring responsibilities who are often encumbered, statistically likely to be female.

- Inability to charge electric vehicle near home due to inequitable distribution of chargepoints around the county:
Without the public sector stepping in to address market failure, there is a high risk that large parts of the rural county will be left without a reasonable distribution of public chargepoints as suppliers focus on commercially viable locations
- Increased inequalities for those unable to use domestic supply tariffs to charge their vehicle if forced to rely solely on public chargepoints

How will the process of change be managed?:

As individual schemes come forward, it will be necessary for the individual project to undertake a more detailed EqIA that considers more nuanced impacts that may arise as a result of specific geographical locations. It will be expected that appropriate consultation and engagement will be undertaken with groups identified in this overarching EqIA to ensure that impacts are fully identified and appropriate steps taken to mitigate against any that are negative.

How will the impacts during the change process be monitored and improvements made (where required)?:

Feedback and monitoring of the roll-out will take place throughout the lifetime of the contract, through the contract management process.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
If EVCPs are located in the footway, or cables or other obstructions are placed across the footway to connect to a vehicle on the carriageway, then the greatest impact is likely to be on pedestrians or those who use wheeled modes such as wheelchairs, mobility scooters or who travel with pushchairs. The significance of added street furniture can be significant for groups with disabilities.	Age, Disability, Sex, Socio-economic inequalities	Medium	Ensure tender documents specify that chargepoints must be installed in line with CCC EV highway policy which was developed to mitigate these identified impacts	Sarah Hatcher	31/03/25
EVCPs not being accessible for people with disabilities, older age groups who can find digital technology a barrier, women who often are encumbered by small children or other caring responsibilities.	Age, Disability, Sex, Socio-economic inequalities	Medium	Ensure tender documents specify that chargepoints must be installed in line with CCC EV highway policy which was developed to mitigate these identified impacts A requirement will also be included that for any installation, an EqIA must be completed using Cambridgeshire	Sarah Hatcher	31/03/25

			County Council templates, that gives due regard to the following considerations: signage and information; the built environment including space around the vehicle; charging of the vehicle.		
Residents without access to off-street parking and who live in locations not seen as commercially viable for chargepoint operators have limited options to charge an EV	Socio-economic	High	Specify in tender documents areas that need to be covered in deployment of EV infrastructure	Sarah Hatcher	31/03/25
Residents without off-street parking will pay more to charge an EV at a public chargepoint than residents who are able to charge at home from a domestic supply	Socio-economic	Medium	Explore in soft market testing and include question in Invitation to Tender how differential charging rates might be applied for local residents	Sarah Hatcher	31/03/25

Head of service: Jeremy Smith

Head of service email: jeremy.smith@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

March Area Transport Programme

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability

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

Key decision: Yes

Forward Plan ref: 2024/071

Executive Summary: The report provides an update on the next stages to deliver schemes relating to the March Area Transport Study. The report outlines the conclusions of the Full Business Case 2 that has been undertaken for schemes included in the Study and provides recommendations to enable delivery of two construction projects and further business case development.

Recommendation: The Committee is recommended to:

- a) Note the conclusion of the Full Business Case 2 for the March Area Transport Study schemes;
- b) Subject to approval by the Cambridgeshire and Peterborough Combined Authority, agree that the Council accept £7m funding to progress to construction of the Twenty Foot Road and St Peter's Road junctions, and develop Full Business Case 3 for the Northern Industrial Link Road;
- c) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee and the Section 151 Officer, to enter a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority;
- d) Approve the ongoing development of the design for the Northern Industrial Link Road, including consultation with stakeholders; and
- e) Approve the commencement of procurement for:
 - (i) The provision of construction starting March 2025 and extension periods; and

- (ii) The provision of professional services to develop Full Business Case 3 for the Northern Industrial Link Road starting September 2024 and extension periods.
- f) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to award and execute a contract:
 - (i) For the provision of construction starting March 2025 and extension periods; and
 - (ii) For the provision of professional services to develop Full Business Case 3 for the Northern Industrial Link Road starting September 2024 and extension periods.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The March Area Transport programme supports the Council's vision and ambitions.
- 1.2 Ambition 2: Travel across the county is safer and more environmentally sustainable
The schemes will improve safety along the A141 at Peas Hill Roundabout and the Twenty Foot Road Junction. The Hostmoor Avenue and Peas Hill Roundabout schemes include improvements for pedestrians, and the Northern Industrial Link Road (NILR) scheme proposes to include segregated cycleway facilities.
- 1.3 Ambition 3: Health inequalities are reduced. The March Area Transport Study Full Business Case 2 schemes will improve air quality by significantly reducing queueing and idling traffic along the A141, B1099, and B1101, which will improve the health of existing and future local residents across March.
- 1.4 Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised. Providing an efficient and reliable local transport network in and around March is crucial to ensuring the continued success of the local economy. The highway elements of MATS FBC2 will improve highway capacity and address existing and future issues of congestion and delay across March, better connecting residents and commuters to the wider network, whilst the active travel improvements along the Northern Industrial Link Road and at the Peas Hill Roundabout will help reduce severance and improve journey quality.

2. Background

- 2.1 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.
- 2.2 Funding was allocated by the Cambridgeshire and Peterborough Combined Authority (CPCA) to develop the preliminary designs and an Outline Business Case for the March Area Transport Strategy (MATS); this work was completed and approved by the CPCA in 2021.
- 2.3 The Full Business Case (FBC) is developed in three phases, with each phase focusing on the delivery of different schemes from the overall MATS package. Each phase presents the case for investment for the whole package, confirming the strategic benefits associated with delivering all five schemes, as well as demonstrating that the funding for each phase will deliver value and benefits.
 - FBC 1 focused on the Broad Street scheme, which is now under construction with work expected to be completed in October 2024.
 - FBC 2 focuses on A141 / Peas Hill Roundabout, A141 / Hostmoor Avenue, A141 / Twenty Foot Road and B1101 High Street / St Peter's Road
 - FBC 3 will focus on the Northern Industrial Link Road.
- 2.4 The recommended package of MATS Improvement Schemes will address existing capacity and safety problems, while mitigating for future growth in travel demand resulting from

housing and employment growth identified in the Fenland Local Plan (2014). The Business Case is set out in compliance with the Department for Transport (DfT) transport business case guidance (2022), HM Treasury’s (HMT’s) Guide to Developing the Project Business Case (2018) and The Green Book (2023).

3. Main Issues

- 3.1 The FBC2 updates and reconfirms the strategic fit and the case for change previously established in the strategic and outline business case stages, and in the FBC1. It provides detailed economic and financial assessment of the options and identifies the most suitable procurement and management strategies for delivery. The proposed schemes will significantly reduce traffic congestion along the A141, B1101, and B1099 and help free up highway capacity to accommodate housing and employment growth across March. The schemes will also reduce the need for strategic traffic to route through the town centre and improve the town centre experience. The reduction in traffic congestion will subsequently reduce associated greenhouse gas emissions as demonstrated in the Economic Dimension. They will also address existing safety issues at the A141 / Twenty Foot Road junction.
- 3.2 The CPCA has allocated £7m funding within their Medium-term Financial Plan. which was approved by CPCA Board in November 2023. This funding allocation will allow a sub-package of the schemes to be taken forward. The Business Case considers the benefit cost ratio of the individual schemes within the package along with the package as a whole, as outlined in Table 1. It is to be noted that whilst the MATS schemes will be delivered in phases, it should still be considered as a package of schemes.

Package	BCR	Outturn Cost	Value for Money Category
3a Schemes*	2.15	£34,594,219	High
FBC2 Schemes**	2.96	£14,046,941	High
Twenty Foot Road	1.80	£5,199,000	Medium
Hostmoor Avenue	6.77	£2,876,000	Very High
Peas Hill	5.78	£5,292,000	Very High
St Peter’s Road	2.61	£898,000	High

Table 1: Benefit cost ratios of MATS schemes

*3a schemes include Twenty Foot Road, Hostmoor Avenue, Peas Hill, St Peter’s Road and Northern Industrial Link Road.

** FBC2 schemes exclude Northern Industrial Link Road

- 3.3 There are a number of potential packages that can be delivered within the available £7m funding, as outlined below.
- Twenty Foot Road and St Peter’s Road – total outturn cost of £6.1m
 - Hostmoor Avenue and St Peter’s Road – total outturn cost of £3.8m
 - Peas Hill and St Peter’s Road – total outturn cost of £6.2m
 - Northern Link Road FBC3 – estimated up to £0.9m
- 3.4 The packages were discussed with officers at the CPCA and Fenland District Council, and presented to the MATS Member Steering Group on 24 April 2024. Following discussion, it is

proposed to progress to construction of the Twenty Foot Road and St Peter's Road schemes, along with development of the Full Business Case 3 for the Northern Industrial Link Road.

- 3.5 The B1101 High Street / B1099 St Peter's Road scheme is an upgrade to the traffic signal control junction, to include a separate northbound right turn lane on the B1101 The Causeway approach. This scheme will take place within the existing highway boundary, meaning that it does not require additional land acquisition and can be implemented under permitted development. Subject to relevant streetworks approval, construction is expected to take place in Summer 2025.
- 3.6 The A141/ Twenty Foot Road Junction scheme is to upgrade the existing priority junction to a signalised junction, with a northbound right turn flare on the A141 Isle of Ely Way northbound approach. This scheme will require some additional land purchase, which is included within the overall scheme cost. Land acquisition is within the thresholds for approval by an Executive Director as defined in the Council's Scheme of Delegation to officers. The land will need to be acquired prior to commencement of construction of the project, meaning there is a risk that delays to land purchase may result in delay to delivery of the overall scheme. Legal advice has been sought on the requirement for planning consent, which concluded the scheme could be carried out under permitted development rights. An application for a Certificate of Lawfulness has been made to evidence that there are no planning impediments to the scheme and to support the land acquisition process. Land acquisition and construction procurement is planned for August 2024 to February 2025, with construction March – July 2025.
- 3.7 FBC3 for the Northern Industrial Link Road will include the development of the detailed design and consider a full business case based on the 5-case model, as has been undertaken for the FBC1 and FBC2. This includes the strategic, economic, financial, commercial and management dimension. Following procurement of a professional services contractor, work will commence on FBC3 in Autumn 2024 and is expected to continue through to the end of March 2026.
- 3.8 The MATS schemes support the inclusion of active travel aspirations including segregated cycleway facilities along the Northern Industrial Link Road. The FBC2 schemes will provide improvements for pedestrians including a controlled crossing at Hostmoor Avenue and zebra crossing as part of the Peas Hill Roundabout scheme. Alongside MATS, a number of cycling and walking schemes have been implemented with funding provided by the CPCA, including improvement works alongside further detailed design and options studies. Delivery of these active travel 'quick wins' were approved by the committee in September 2020.
- 3.9 Throughout the development of the MATS, consultation with the public has been undertaken, including significant consultation in the early stages during the development of the adopted Fenland Local Plan, the March Neighbourhood Plan, and the Growing Fenland project. A public consultation on the MATS schemes was held online during May and June 2020. A final round of public engagement was undertaken in September 2022 through a series of in-person events in March town centre. During the development of FBC2, engagement with the appointed Member Steering Group, including local members, has been ongoing and will continue throughout the next stage of the project.

- 3.10 To support the next phase of MATS, contractors will be appointed to provide specialist support in development of the business case, land acquisition and construction. A procurement plan has been prepared and given the value of the packages, alongside the need to ensure competition within the procurement, it was considered that best value would be achieved through a competitive process utilising a multi-supplier framework. A professional services contractor will be appointed through a mini competition via the ESPO Framework to develop the FBC3 for the Northern Industrial Link Road. A construction contractor will be appointed through a mini competition using a framework, expected to be the Crown Commercial Services framework. The current Eastern Highways Alliance Framework is set to expire in September, and procurement of a replacement framework is underway. This is unlikely to be in place for the award of the required construction contract, however, if there are unforeseen delays or lack of response through other frameworks, then this may be used.
- 3.11 A grant funding agreement (GFA) is being prepared by Pathfinder Legal Services to be completed with the CPCA, subject to approval by this committee. Funding is expected to be drawn down in 2024/25 and 2025/26.

4. Alternative Options Considered

- 4.1 Alternative packages for delivery with the available funding have been considered, as outlined in paragraph 3.3 of this report. Whilst alternative schemes could be delivered, it is considered that the proposed combination represents the most effective delivery within the current budget allocation. It should be noted that all the schemes form part of an overall package for delivery, with the remaining scheme delivery subject to future available funding.

5. Conclusion and reasons for recommendations

- 5.1 The MATS FBC2 schemes will significantly reduce traffic congestion along the A141, B1101, and B1099 and help free up highway capacity to accommodate housing and employment growth across March. The schemes will also reduce the need for strategic traffic to route through the town centre and improve the town centre experience. The reduction in traffic congestion will subsequently reduce associated greenhouse gas emissions and address existing safety issues at the A141 / Twenty Foot Road junction.
- 5.2 The funding allocation through the CPCA will allow some of the FBC2 schemes to be taken forward to construction, along with further development of the business case for a NILR. This will support the managed phased delivery of the overall programme of schemes.

6. Significant Implications

- 6.1 Finance Implications
As outlined in paragraph 3.2, the CPCA has allocated £7m funding through the medium-term financial plan. A GFA is being drafted for signing, subject to approval of this committee.

6.2 Legal Implications

A GFA is required to secure funding for the schemes from the CPCA, as set out in Paragraph 3.11 and referred to in the report's recommendations.

As set out in Paragraph 3.9, the Council will procure a professional services contract and a construction contract from the ESPO framework and CCS framework respectively. Both frameworks provide a procurement law compliant route to market.

6.3 Risk Implications

Project risks have been identified and recorded on a project risk register, which is reviewed by the Project Board. The key risks identified for the projects include potential for challenge or delay on land acquisition for Twenty Foot Road, resulting in programme delay, and potential inflation impact resulting from delays in securing anticipated funding, procurement and execution of works.

Contract risk

The standard form of contract used in Highways is the New Engineering Contract (NEC). This form of standard form contract is considered as the contract of choice for civil engineering projects in the construction sector and recognised as the choice of contract with the DfT and central government.

There are a number of pricing options under the NEC form of contract. The two options commonly used are option A (Lump sum) or option C (Target cost). When considering the pricing options, option A is a fixed sum based upon the defined scope and option C has an incentivisation mechanism, whereby if costs come in below the agreed target there is a gain share for both parties, and if there is an overspend there is a shared pain share.

In all NEC pricing options, there are reasons why costs may increase. These are set out under the contract and cover aspects including, but not limited to, changes in law or price adjustment for inflation. Although risks are evaluated and costed within the budget risk and optimism bias, some risks are unforeseen and could impact the overall budget. Regular updates are provided to the Project Board, where decisions can be made within the funding envelope to descope the works, or seek additional funding through change control.

In the event that a contract is in dispute, in some circumstances the client (the Council) may be liable to continue to pay the costs of the project up to completion and then recoup what is due upon completion of the works. This does carry a financial risk which would be reported through the Capital Programme Board. Equally, if projects do enter a dispute, the committee would be updated with an exempt paper.

6.4 Equality and Diversity Implications

The proposed schemes for the March Area Transport Programme are anticipated to produce a range of benefits for people travelling around March including improved journey reliability, reduced congestion and improved road safety. Improvements to crossings, including an upgraded signalised crossing at St Peter's Road junction and proposed new signalised crossing at Hostmoor Avenue and Peas Hill Roundabout, will reduce pedestrian severance and improve crossing facilities for those with disabilities. Further details are provided in the Equality Impact Assessment, attached at Appendix 1.

6.5 Climate Change and Environment Implications (Key decisions only)

As part of the FBC2, carbon assessments have been undertaken for the MATS schemes. The purpose of the preliminary design carbon assessments was to baseline the construction carbon cost of the schemes early in the design process and highlight 'hotspot' areas where carbon reduction efforts now need to be focused. Where possible, detailed design carbon assessments were undertaken to highlight any carbon reductions achieved to date, as well as any other variations in carbon linked to scheme design changes. Detailed design assessments also demonstrate where construction phase carbon reduction initiatives need to be focused and provide a foundation for future workshops.

Biodiversity features and mitigation plans have been assessed for each scheme location. There is no SSSI or SAC within the vicinity of the St Peter's Road Scheme, and no loss of vegetation is required for the delivery of the scheme. For Twenty Foot Road, based on the current land use, the landscape proposals, and the condition of the existing and proposed habitats on site, the Proposed Scheme is expected to deliver a Biodiversity Net Gain of 12.79% for habitats, and 0% for hedgerow units. FBC2 concludes that there may be some slight adverse effects on biodiversity relating to the Full Package.

7. Source Documents

7.1 [March Area Transport Study - Full Business Case 2](#)

CCC625189955

Directorate: Place and Sustainability

Service: Asst Director - Project Delivery

Team: Asst Director - Project Delivery

Your name: Nicola Young

Your job title: Group Manager Complex Infrastructure

Directorate: Place and Sustainability

Service: Asst Director - Project Delivery

Team: Asst Director - Project Delivery

Your phone:

Your email: nicola.young@cambridgeshire.gov.uk

Proposal being assessed: March Area Transport Programme

Business plan proposal number:

Key service delivery objectives and outcomes : 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. Funding was allocated by the Cambridgeshire and Peterborough Combined Authority to develop the preliminary designs and an Outline Business Case for the March Area Transport Study (MATS); this work was completed and approved by the Combined Authority in 2021. The Full Business Case (FBC) is presented in three phases, with each phase focusing on the delivery of different schemes from the overall MATS package. Each phase presents the case for investment for the whole package, confirming the strategic benefits associated with delivering all five schemes, as well as demonstrating that the funding for each phase will deliver value and benefits. FBC 2 focuses on A141 / Peas Hill Roundabout, A141 / Hostmoor Avenue, A141 / Twenty Foot Road and B1101 High Street / St Peter's Road. The MATS FBC2 schemes will significantly reduce traffic congestion along the A141, B1101, and B1099 and help free up highway capacity to accommodate housing and employment growth across March. The schemes will also reduce the need for strategic traffic to route through the town centre and improve the town centre experience. The reduction in traffic congestion will subsequently reduce associated greenhouse gas emissions as demonstrated in the Economic Dimension. They will also address existing safety issues at the A141 / Twenty Foot Road junction. The Hostmoor Avenue and Peas Hill Roundabout schemes include

improvements for pedestrians, and the Northern Industrial Link Road (NILR) scheme proposes to include segregated cycleway facilities.

What is the proposal: The combined authority has allocated £7m funding within their Medium-term Financial Plan which was approved by CPCA Board in November 2023. This funding allocation will allow a sub-package of the FBC2 schemes to be taken forward. It is proposed, subject to approval by Committee, that construction schemes for Twenty Foot Road and St Peter's Road junctions will be taken forward and that the Full Business Case (3) for the Northern Industrial Link Road will be developed. The B1101 High Street / B1099 St Peter's Road scheme is an upgrade to the traffic signal control junction to include a separate northbound right turn lane on the B1101 The Causeway approach. The A141/ Twenty Foot Road Junction scheme is to upgrade the existing priority junction to a signalised junction, with a northbound right turn flare on the A141 Isle of Ely Way northbound approach.

What information did you use to assess who would be affected by this proposal?: The Equality Impact Assessment has been informed by the Full Business Case 2, which includes policy study, traffic assessments and detailed design. The business case has been developed in line with HM Treasury's Green Book and revisions to the Green Book have been taken into consideration throughout the development of the MATS Improvement Schemes. The content of the Business Case aligns with the latest Green Book guidance (October 2023) to ensure that the refinement of preferred schemes is undertaken as part of a balanced appraisal process, and not solely based on the Benefit Cost Ratio (BCR) value. The assessment also considers data from Cambridgeshire and Peterborough Insight.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: The proposals will predominately affect residents and businesses within March, and those visiting the area. There is an established need to address existing traffic congestion and road safety issues at a number of locations in and around March, as evidenced by historical studies of traffic and transport conditions within the town and work undertaken for the current MATS project. As part of the public engagement process to devise the March: Market Town Masterplan, residents consistently identified traffic congestion as one of the main issues in the town. It is expected that the journey time benefits resulting from the schemes will have direct benefits for local bus services. However, the MATS Improvement Schemes will not reduce the walk distance to bus stops and therefore residents outside of a 300m distance from their nearest bus stop will not see a change in walking distances as a result of these schemes. Without intervention, forecast growth is expected to exacerbate existing issues of congestion and queueing along Broad Street, having an adverse impact on residents and compromising the sustainability of further long-term growth in the town. Improvements

along the A141 will help alleviate pressure on the town centre and help support a more walkable and cyclable highway environment in this location.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: Don't know

What is the significance of the impact on affected persons?: The proposed schemes for the March Area Transport Programme are anticipated to produce a range of benefits for people travelling around March including improved journey reliability, reduced congestion and improved road safety. The scheme will deliver significant transport user, noise, greenhouse gas, air quality, and accident benefits. The benefit cost ratio is considered conservative as it is only based on the scheme benefits that can be monetised. Other scheme benefits relating to improved townscape, severance, personal affordability for income deprived groups, and journey quality are anticipated from the delivery of MATS FBC2 Package of schemes. The MATS schemes support the inclusion of active travel aspirations including segregated cycleway facilities along the Northern Industrial Link Road. The FBC2 schemes will provide improvements for pedestrians including a controlled crossing at Hostmoor Avenue and zebra crossing as part of the Peas Hill Roundabout scheme. Alongside MATS, a number of cycling and walking schemes have been implemented with funding provided by the combined authority, including improvement works alongside further detailed design and options studies. Delivery of these active travel 'quick wins' were approved by committee in September 2020.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The proposed measures will apply to all drivers and their passengers, including public transport, travelling around March irrespective of age of either the driver, subject to them holding appropriate licence, or passengers. Improvements to pedestrian crossing facilities will bring improvements available to all those needing to access the junction and surrounding road network.

Disability: Improvements to crossings, including an upgraded signalised crossing at St Peter's Road junction and proposed new signalised crossing at Hostmoor Avenue and

Pea's Hill Roundabout, will provide reduce pedestrian severance and improve crossing facilities for those with disabilities. The St Peter's Road Crossing upgrade includes a 3.2m wide toucan crossing and resurfacing of the footway. The new crossing proposed at the Hostmoor Avenue junction is a controlled crossing with refuge island. Specific design features at the crossings include dropped kerbs and tactile paving, which provide easy access for wheelchair users and people with walking difficulties. Further consideration will be given to the impact during construction in consultation with the appointed contractor, to minimise disruption during the works and ensure safe access is maintained where possible.

Gender reassignment:

The proposals will have no specific impacts on gender reassignment.

Marriage and civil partnership: The proposals will have no specific impacts on marriage and civil partnership.

Pregnancy and maternity: The proposals will have no specific impacts on pregnancy and maternity.

Race: The proposals will have no specific impacts on race.

Religion or belief (including no belief): The proposals will have no specific impacts on religion or belief.

Sex: The proposals will have no specific impacts on sex.

Sexual orientation: The proposals will have no specific impacts on sexual orientation.

Socio-economic inequalities: The proposals will have no specific impacts on socio-economic inequalities.

Head of service: Michael Williams

Head of service email: michael.williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Consideration of Representations and Objections to Proposed 20mph Speed Limit Zone in Huntingdon

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): Huntingdon North & Hartford, Huntingdon West, and Godmanchester & Huntingdon South

Key decision: No

Executive Summary: A 20mph speed limit is proposed for most residential streets in Huntingdon. The purpose of this report is to consider representations and objections and other written representations received. The committee is asked to consider the implementation of the 20mph speed limit.

Recommendation: The Committee is recommended to:

- a) Consider the objections and other written representations received during the statutory public notice period for this scheme; and
- b) Approve the implementation of the 20mph speed limit as published.

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This report relates to the Council's Ambition 2 – Travel across the county is safer and more environmentally sustainable. Evidence indicates that 20mph speed limits reduce the number and severity of collisions and can encourage the use of more sustainable modes of transport.

2. Background

- 2.1 The Huntingdon 20mph project is being funded as part of the Transforming Cities Fund Programme, approved by the Highways and Transport Committee in December 2022. The programme included an £800,000 allocation towards countywide speed reduction measures, which enabled several of the larger individual 20mph schemes, such as the Huntingdon scheme, to be funded from this source, rather than from funding already allocated for 20mph schemes by the Council. Applications for individual 20mph schemes already submitted by Huntingdon Town Council under the Local Highway Improvements scheme were incorporated into a town wide plan, including the roads initially proposed, and keeping some strategic roads at 30mph. An officer presented the proposed 20mph scheme to an extraordinary meeting of Huntingdon Town Council on 16 November 2023, where it was agreed that the scheme should progress to formal consultation.
- 2.2 In December 2022, the Highways and Transport Committee agreed to amend the Council's Speed Limit Policy to state that '20 mph zones must be introduced in clearly defined zones and area wide schemes are encouraged, rather than just on isolated roads or cul-de-sac' (Highways Operational Standards, April 2024).
- 2.3 20mph speed limits improve road safety and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving slower at a steady pace can save fuel and reduce pollution.

3. Main Issues

- 3.1 The scheme involves the introduction of a 20mph speed limit on all residential streets within the built-up part of Huntingdon, except for a number of through-routes. These include the Ring Road, Stukeley Road, Ermine Street, Edison Bell Way, Brampton Road, Hartford Road, Sapley Road, Coneygeare Road and part of St. Peter's Road. Those roads that are predominantly industrial or commercial are also excluded from the 20mph limit.
- 3.2 Before introducing new speed limits, there is a statutory requirement for the Council to publish a notice of intention to inform interested parties. This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21-day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 3.3 The notice was published in the Hunts Post on 17 January 2024 and the statutory consultation period ran until 8 February 2024. Notices were displayed on the street and additional information was available on the Council's website and in the local library. The

scheme drawing is attached at Appendix 1, and the public notice is attached at Appendix 2.

- 3.4 A total of 42 written representations were received, which included 26 objections (21 wholly objecting and 5 partly objecting), 15 offering support (8 wholly support and 7 partly support) and 1 neutral response. The full wording of these responses is attached at Appendix 5. A summary of the main points raised is included in the table in Appendix 3, alongside officer responses.
- 3.5 In addition, Cambridgeshire Police submitted a formal response, which is attached at Appendix 4. In summary, the main points raised by the traffic management officer are that Cambridgeshire Police understands and supports the overall strategy of implementing a 20mph speed limit in Huntingdon. However, it points out that there are a small number of roads within the proposal which are feeder routes, or by virtue of alignment and environment may suffer from issues relating to speed compliance, (e.g. St Peters Road, Swallowbush Road, California Road and Desborough Road).
- 3.6 The Council officer response to Cambridgeshire Police's comments is that their concerns about non-compliance in some roads are noted. Many of Huntingdon's main through-routes have been excluded from the 20mph limit, mostly for the reasons identified by Cambridgeshire Police. However, roads such as Swallowbush Road, California Road and Desborough Road are almost exclusively residential and/or contain schools. Therefore, those roads are included in the proposed 20mph limit. The residential part of St. Peter's Street would be included in the 20mph speed limit, but the industrial/commercial section would remain at 40mph.
- 3.7 A Delegated Decision meeting was held with local County Councillors on 18 March 2024. Councillor Sanderson and Councillor Wilson agreed that the 20mph speed limit should be implemented in their areas. Councillor King had reservations due to the number of residents in his area who had expressed concerns about the proposal.
- 3.8 Following the Delegated Decision meeting, it came to light there was an error in considering feedback received at the meeting. Several comments, both positive and negative, that had been received via a new online consultation portal were not included in the report to the meeting. In total, 34 responses were omitted. There were also issues around the delegated decision-making process. Therefore, to ensure a fair and safe decision, the decision has been referred to the Highways and Transport Committee.

4. Conclusion and reasons for recommendations

- 4.1 It is acknowledged that opinions vary on 20mph speed limits. Some people strongly support them, whilst others are opposed. 20mph limits are widely used to encourage drivers to travel at lower speeds, particularly in residential areas where it is common for more vulnerable road users to be present. In addition, there are likely to be higher numbers of pedestrians and cyclists, who will feel safer and more confident if motorised vehicles are travelling at reduced speeds. 20mph speed limits represent a relatively cost-effective way to improve road safety and encourage more sustainable modes of transport. Consequently, it is recommended that the 20mph speed limit proposal for Huntingdon be implemented.
- 4.2 Subject to available funding, a review of the 20mph speed limit can be undertaken after an appropriate length of time following implementation, including a review of available

validated collision data.

5. Significant Implications

5.1 Finance Implications

This work is being funded from approved budgets. The works would be undertaken by the Council's nominated highway contractor under the terms of their current contract.

5.2 Legal Implications

The statutory and legal processes relating to the processing of traffic regulation and speed limit orders have been followed.

5.3 Risk Implications

There is some opposition to this proposal, so it is possible that if the Committee approves the scheme, a judicial review or other legal challenge might be made. This particular scheme commenced prior to recent government advice which encourages "a comprehensive and early consultation of all those who may be affected". It may be argued that the Council has not undertaken that depth and timing of public engagement.

If the Committee does not approve the scheme, there could be reputational damage should there be speed-related injury collisions in Huntingdon that might have been avoided or less severe had a 20mph speed limit been in operation.

5.4 Equality and Diversity Implications

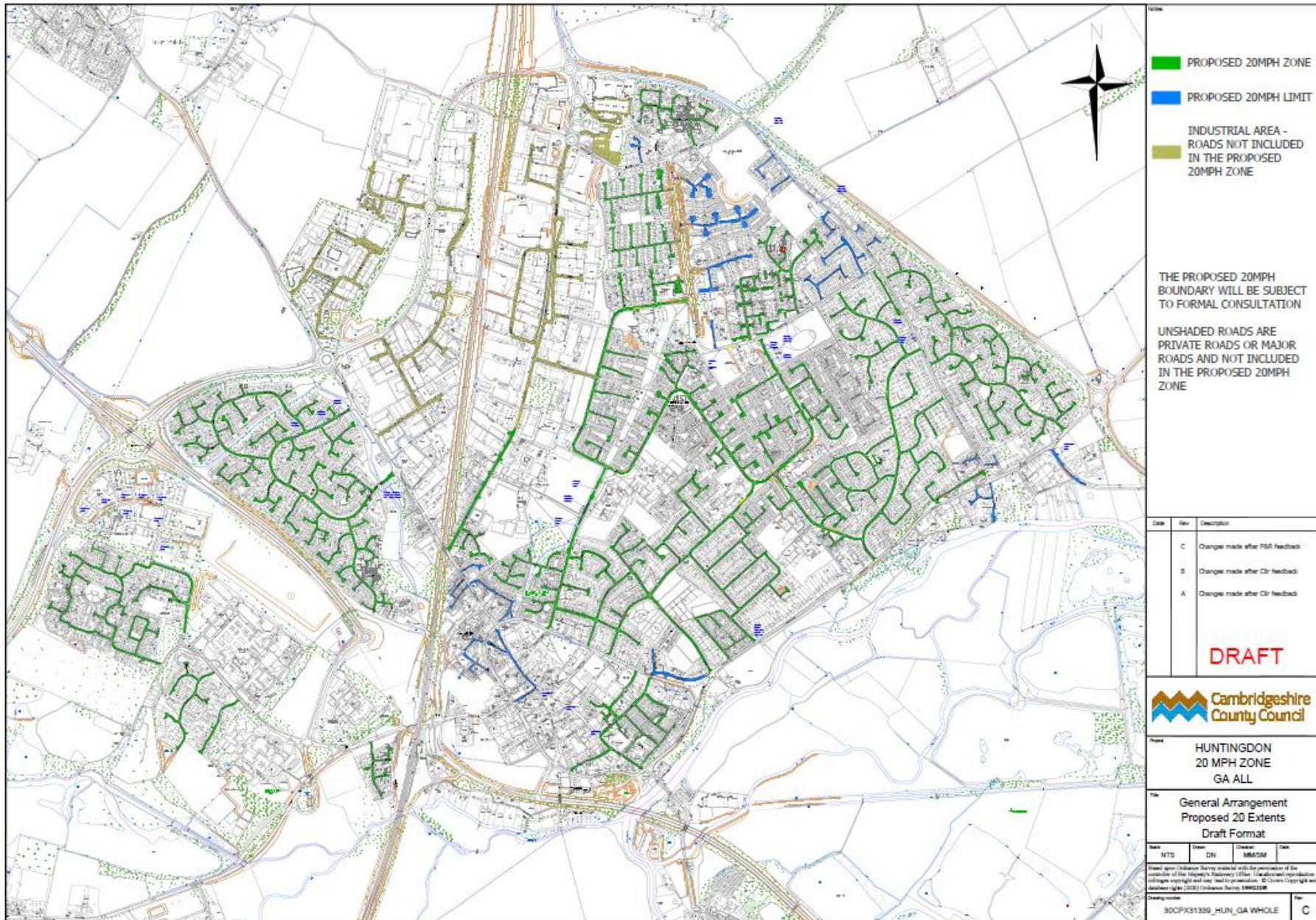
The officer-led scoring adopts a consistent approach, prioritising proposals countywide within existing budgets. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The 20mph process empowers community groups to have an influence on setting speeds in their own communities and gives local people a real influence over bringing forward improvements that benefit them. The new approach to prioritisation and delivery has also been reviewed through the councils Equality Impact Assessment (EQIA) process.

A completed Equality, Impact Assessment (EqIA) is attached at Appendix 6.

6. Source Documents

6.1 [Highway Operational Standards – 2023-2033](#)

Appendix 1 - Scheme Drawing



PROPOSED 20MPH ZONE

PROPOSED 20MPH LIMIT

INDUSTRIAL AREA - ROADS NOT INCLUDED IN THE PROPOSED 20MPH ZONE

THE PROPOSED 20MPH BOUNDARY WILL BE SUBJECT TO FORMAL CONSULTATION

UNSHADED ROADS ARE PRIVATE ROADS OR MAJOR ROADS AND NOT INCLUDED IN THE PROPOSED 20MPH ZONE

Date	Rev	Description
	C	Changes made after PSR feedback
	B	Changes made after CR feedback
	A	Changes made after CR feedback

DRAFT

Cambridgeshire County Council

**HUNTINGDON
20 MPH ZONE
GA ALL**

**General Arrangement
Proposed 20 Extents
Draft Format**

Name	Drawn	Checked	Date
NTS	DN	MM/SM	

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Drawing number	Rev
SDCPX31350_HUN_GA_WHOLE	C

Appendix 2 - Public notice

Public Notice

Cambridgeshire County Council (Various Roads, Huntingdon) (Speed Limits) (Consolidation) Order 202-

Cambridgeshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of this Order will be to introduce:-

A 20mph Speed Limit on residential roads in Huntingdon, with the exception of lengths of Stukeley Road, Ermine Street, Edison Bell Way, Cromwell Walk, Nursery Road, Riverside Road, Castle Moat Road, Walden Road, St. John's Street, George Street, Brampton Road, Hinchingsbrooke Park Road, Hartford Road, Main Street, Sapley Road, Coneygeare Road and St. Peter's Road on which the existing 30mph and 40mph speed limits, as applicable, will be retained. Most industrial, commercial and other non-residential roads will retain their existing speed limits.

For further details of the above proposals, including a drawing showing the roads subject to this proposal, please visit our [permanent traffic regulation orders page](#) and select PR1000. Alternatively, you can view details and submit comments by using this link <https://consultation.appyway.com/huntingdonshire>. Documents are also available for inspection during normal office hours at Huntingdon Library, Princes Street, Huntingdon PE29 3PA. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

All feedback, including objections stating the grounds on which they are made, must be sent in writing by 8th February 2024, quoting reference PR1000. Please submit feedback using <https://consultation.appyway.com/huntingdonshire> or e-mail policyandregulation@cambridgeshire.gov.uk or write to the undersigned. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Frank Jordan, Executive Director, Place and Sustainability, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

17th January 2024

Appendix 3 - Objections and other written representations received, including officer responses

No.	Summary of Main Issues Raised	Officer Response
1	<p>A 20mph speed limit will not improve road safety. Huntingdon does not have a history of collisions, so a 20mph limit is not justified. In fact, such a low speed limit will create driver frustration and unsafe overtaking, which may itself cause collisions.</p>	<p>Wider evidence indicates that 20mph limits do bring about some reduction in average traffic speeds, which in turn would improve safety. It is known that lower speeds reduce the likelihood of collisions occurring and reduce the severity of any that do happen.</p> <p>Thankfully, most residential streets, including those in Huntingdon, do not have a history of injury collisions, so 20mph limits are rarely justified on those grounds. However, the Council frequently receives correspondence expressing anxiety about excessive speed and safety in residential streets. 20mph limits can address some of those concerns.</p>
2	<p>A 20mph limit will increase pollution, noise, congestion, journey times, etc., rather than reduce them as has been claimed by the Council.</p>	<p>It is hoped that most drivers will choose a steady speed, rather than harshly braking and accelerating. If drivers adopt a lower more constant speed it should lower pollution, noise, use less fuel, etc. In any event, the impact whether positive or negative, is expected to be marginal.</p> <p>Most of the main through-routes in Huntingdon, such as the ring road, would retain their existing 30mph or 40mph speed limits. These roads make up the majority of distance travelled by cars, so factors, including journey times, are not expected to significantly change.</p>
3	<p>20mph speed limits are ineffective as many drivers ignore.</p>	<p>If the 20mph speed limit is introduced, it is accepted that there will be a degree of non-compliance. However, it is expected that average speeds will be reduced, albeit modestly in some roads.</p> <p>It is true to say that there has been a mixed reaction to 20mph speed limits, both locally and nationally. It is clear that some people are opposed, but others are strongly in favour of them.</p> <p>It is accepted that a proportion of drivers disregard speed limits and that it likely to be the case if the 20mph limit is implemented. It is hoped that in time, drivers will accept 20mph as the default speed limit in built-up areas and adjust their speed accordingly.</p>

		It is acknowledged that it may take some time for that principle to be accepted by some drivers.
4	20mph limits should not be used as a blanket restriction and should be used selectively near schools and other places where there are more vulnerable road users.	<p>The Council wants to improve road safety generally across communities and also encourage more active travel choices. Those objectives are unlikely to be realised if 20mph limits were restricted to just areas around schools and other specific locations. It is sensible to include all residential roads within the 20mph limit in the interests of consistency and inclusivity. Also, if some roads were excluded, it would mean that numerous 20/30 changeover signs would be needed, thus increasing cost and street clutter. That said, the proposals for Huntingdon are not considered to be a “blanket” restriction, as the Council has consciously omitted roads that are considered unsuitable for a 20mph limit.</p> <p>Most through-roads will not be part of the proposed 20mph scheme. This is because their primary function is to cater for through-traffic, rather than being exclusively residential.</p>
5	The Council should use the money more wisely, such as on routine highway maintenance.	<p>The 20mph speed limit has been funded from Central Government money and is ring-fenced to that specific project. Routine highways maintenance is funded from other budgets and the Council is allocating more revenue spending for those works.</p> <p>The Council is of the view that overall 20mph limits offer good value for money. This is because for a modest outlay, 20mph limits can cover wider areas than would be the case with targeted speed reducing measures, such as traffic calming.</p>
6	The 20mph speed limit will not be self-enforcing and there will be little or no police enforcement.	<p>It is acknowledged that there will be little enforcement of the 20mph limits. However, Cambridgeshire Police understand and support the overall concept of 20mph speed limits. Their full statement is included in Appendix 4.</p> <p>Many of the roads that have been included in the 20mph speed limit proposal are residential streets, which are narrower and have a high level of on-street parking. These characteristics have the effect of moderating traffic speeds, making the 20mph limit relatively self-enforcing.</p>
7	Concerns around a lack of public engagement and support.	The proposed town wide scheme was discussed with local County Council Members in September

		<p>2023, and further discussed by Huntingdon Town Council Leisure and Community Services committee on 19 October 2023. The proposed 20mph scheme was presented by Cambridgeshire County Council to an extraordinary meeting of Huntingdon Town Council on 16 November 2023, where it was agreed that the scheme should progress to formal consultation.</p> <p>As part of the statutory process relating to the required speed limit order, there is a requirement to publish notices and consult with certain organisations. A notice was published in the local press, details were published on the Council's website and were available for viewing Huntingdon library and notices were displayed on street. Huntingdonshire District Council, including ward Members, and Huntingdon Town Council were consulted with no objections received.</p>
	Support	
1	The 20mph speed limit is supported, but there are concerns about non-compliance and that some of the roads that have been excluded, should become 20mph.	Support noted and the concerns raised have been responded to above.

Appendix 4 - Cambridgeshire Police Response

The proposal as detailed with CCC reference PR1000 is received and has been examined and considered by traffic management.

I had the opportunity to provide an informal comment to this proposal in November 2023. I can see that following a review there a little or no changes to the design set in this proposal.

As this what is effectively a 20mph scheme that has an impact on the majority of the roads in Huntingdon irrespective of their environment and alignment on behalf of Cambridgeshire Police I would like to pass the following observation and comment for the record.

With regards to the DfT guidance detailed in 'Setting Local Speed Limits'.

The national speed limit on street lit roads is 30 mph.

Traffic authorities can, over time, introduce 20mph speed limits or zones on:

Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

Experience suggests that with poor compliance of a speed limit there will be requests from residents and road users alike for the police to carry out enforcement. Again, from the DfT guidance:

85. *Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.*

In addition, the NPCC guidance on police enforcement of 20mph schemes:

The National Police Chiefs Council maintain the view regarding 20mph speed restrictions that these are not supported unless current means speeds on the affected roads are 24mph or less OR said proposals are accompanied by physical measures to render those restrictions self-enforcing. On the affected road(s) reliance should not be placed on police, being the enforcement agency, to conduct specific, targeted, or routine enforcement activity to achieve compliance unless specifically and locally agreed. Such agreement is not, at this time in place, in as far as this proposal is concerned.

The police understand and support the overall strategy in implementing a 20mph speed limit zone on roads in Huntingdon. Evidence supports a lower speed can lead to less collisions and in the event of a collision, less significant injuries. However certain roads have a primary purpose to facilitate the movement of traffic and as a result may well require a review as for the placement of physical traffic calming measures to support the designed terminal and any repeater signage in order to achieve speed compliance.

By setting an inappropriately low speed limit, in this case 20mph, may lead to issues relating to poor speed perception and divergence, the latter of which may lead to patterns of poor driver behaviour (such as tailgating or overtaking in excess of the posted limit). This in turn may lead to a greater propensity of incidents and collisions, something setting a lower speed limit is attempting to minimise. As such a small number of roads within the Proposal which are feeder routes or by virtue of alignment and environment may suffer from issues relating to speed compliance, for example, St Peters Rd, Swallowbush Rd, California Rd, and Desborough Rd (this is not an exhaustive list).

Notwithstanding the above comment on behalf of the Chief Officer, the Police offer no objection.

Richie Barker

Beds,Cambs and Herts Traffic Management Unit
BCH Road Policing Unit

PROPOSED 20MPH SPEED LIMIT IN HUNTINGDON - REPRESENTATIONS RECEIVED

Response	No.	What it means
Wholly Object	21 (50%)	<i>(I wholly object to this proposal)</i>
Partly Object	5 (12%)	<i>(I object to part of the proposal, but support or am neutral to other elements of it)</i>
Neutral	1 (2%)	<i>(I neither support or object, but would like the Council to consider another related matter)</i>
Wholly Support	8 (19%)	<i>(I wholly support this proposal)</i>
Partly Support	7 (17%)	<i>(I support this proposal, but would like the Council to consider additional or alternative measures)</i>
TOTAL	42	

Responder Type	Order Support	Feedback Text
Resident	Wholly Object	In addition to my other submission, these proposals haven't been widely publicised as quite a few people appear aware of the new 20mph limits. I can't believe this scheme is being proposed, particularly when the County Council is some £46 million in debt!
Resident	Wholly Object	Good afternoon, I'm at somewhat of a loss as to why the County Council think a majority 20 mph is warranted on the majority of roads in the Huntingdon area. To suggest these would be "self policing" with regards to drivers adhering to these new limits is laughable. You only have to look at the temporary 40mph limits on the A1307, where I'm regularly overtaken by cars travelling well in excess of this limit. Additionally, travelling in a lower gear in a vehicle at 20mph does not in itself reduce emissions as the ICE works to its optimum in a higher ratio. Neither does it result in less traffic congestion. Two excellent examples of this are the 20mph zones in Wales and Greater London. Certainly, much of this anti motorist agenda is being pushed by walking and cycling groups, who appear to have the ear of both HDC and CCC. Many of these individuals don't live in Huntingdon or the surrounding areas. A study of 20mph speed limits by Edinburgh University undertaken on behalf of the Department of Transport concluded that didn't reduce collisions or casualties. These proposals are nothing more than anti car/motorist by politicians and some minority groups with an agenda. Lastly, where is the evidence that this is what the majority of residents living in the locality actually want? I look forward to your comment and response.
Resident	Wholly Object	As a disabled driver my accessible cruise control that uses additional reactive braking and acceleration to assist a journey only works over 20mph. This means if traffic in front of me is ONLY doing 20mph I will not be able to use it at all. (And if there's 10 cars on the road the one at the back will be doing 10mph anyway). It lessens the pain in my body when I'm able to use it. My workplace has allowed me to work outside of key rush hour times due to built up traffic but 20mph will then further hurt my body and impact on every journey. Why is there a need for lower speeds? If this is a safety thing where are the accident numbers? Where is the road safety we used to have when I was a child? Why the need to have permanent 20? It's not working in Wales so why here? Why are pedestrians allowed to wear ear plugs to cross roads without looking? Or be staring at phones and walking into roads without looking. Why should disabled drivers be penalised when I've lived here all my life and relied on mobility cars to get from a to b for work or anywhere. I've already experimented going through Alconbury Weald and the high and jerky roadbumps have increased my pain on only a couple of visits. If I could get my workplace to let me work from home I guess I'd be confined indoors. Covid was joyous watching everyone else be frustrated at not being able to go out and made me feel normal for once especially as the government isn't really keen on disabled people with the introduction of pip. Why not 25mph to give these types of vehicles a chance? Increasing the time of the journey also impacts as I often pee myself on journeys more than 30mins and access to disabled toilets in Huntingdon is drastically reduced!! Disabled one at the riverside is locked with an additional key that's not a radar. Cromwell's no longer exists and I've had to park outside there before to use their toilet. Last time I tried the one under the 147 club it was padlocked. What's the point of a radar key if Huntingdon doesn't have accessibility. The disabled bays on the market square were removed so even accessing the Falcon that area of town is impossible in a hurry. This town is going backwards.
Business	Wholly Object	There is no sound reason to impose these ridiculous 20mph speed limits on either environmental or safety grounds. The 20mph speed limit will probably make the roads more dangerous, I personally have been overtaken in the 20mph speed limit area at Hemingford Grey right by the school. They will cause driver frustration and not stop those drivers who don't currently stick to speed limits from speeding, in fact due to the increased speed differentials due to those sticking to 20mph and those who will still speed there are likely to cause more collisions. As for the environment, you will have more drivers driving at a lower speed where their engine is running outside of its most efficient engine speed and so it will be using more fuel and creating more pollution. As for noise you will have vehicles running at higher revs in a lower gear and so noise pollution will be increased. Most importantly it isn't great for the economy it may not sound much of a difference between speeds but for business deliveries, the self employed and others it will add a significant amount of time and expense to their days. If you travel 20 miles in a 20mph zone during the day it will take you 50% longer to get around than a 30mph zone, for anyone involved in providing logistic services, repair services, etc. (much of which the economy relies on) this will have a knock on effect of reducing productivity and peoples general wealth. Companies will have to pass this increased expense on to the general public at a time when the majority are suffering from the effects of cost of living increases.

Resident	Wholly Object	<p>I strongly object to this proposal. How many lives have been lost on the roads affected by this proposal in the last 10 years? What was the cause of these accidents? How much will this proposal cost? None of these questions have been answered? The default 20 mph limit in Wales is estimated to save 6-10 lives/year which equates to 0.044-0.074 lives/year for the population of Huntingdon or 1 death every 13.5-22.7 years, so the effect of a 20 mph limit will be negligible. On average, 8 people die each year in Snowdonia National Park, so should hiking in the park be banned? About 700 people die each year by falling down stairs, so should everyone be forced to live in a bungalow? The answer is of course a resounding 'No'. People should be risk aware, not risk averse. The money for this proposal would be better spent teaching people to cross roads safely. Evidence from Wales suggests that the average speed has reduced by 2.3 mph as a result of the default 20 mph limit which is a minor reduction and unlikely to have a major effect on injuries and deaths. Why would results for Huntingdon be any different? Will the police enforce the 20 mph limit? Who knows, but why have a 20 mph limit if it's not enforced? Did any councillor who is in favour of this proposal mention it in their campaign literature before they were elected? Bear in mind that a petition in Wales was supported by more people than voted for the current Welsh government, so that's something to consider when councillors who are in favour of the proposal stand in the next election. By the way, I speak as someone who walked nearly 3000 kms in 2023 without any issues from cars travelling at 30 mph or more, but I did have a few near misses with inconsiderate cyclists.</p>
Resident	Wholly Object	<p>I object completely to the anti car measures that Cambridgeshire county council is trying to implement across the county and in Huntingdon in this instance.</p> <p>I feel like a 20 mph speed limit on many of the roads selected to be changed to 20mph is not suitable. The reason why is one, it is far too a slow speed and two, traffic would build up and create more congestion and therefore more air pollution during busy time. The cost of replacing signs and road infrastructure would come at a cost which I feel would be better spend else where such as planting trees.</p> <p>Further I was extremely concerned to read in the press that the council has signed up with an organisation called UK100, and in so doing has pledged to "beat" the Government's own Net Zero targets in our area?</p> <p>Anti-driver policies are also causing great damage. We might ask exactly whose interests are served by intensifying such policies?</p> <p>Most people will not have heard of any of these measures or consultations until they are enforced undemocratically "for our own good". Therefore I vote against this completely.</p>
Resident	Wholly Object	<p>As a resident of the local community, I do not feel this would at all benefit the local people nor commuting traffic. At peak times as it is the traffic on the ring road is awful and any funding would be better served to improve the ring road infrastructure. Enforcing the limit would be a further drain on the already exhausted services of both the local authority and police. Just look at the recent change wales implemented and how 'successful' that has gone. This change will damage community relations and lead to a loss of trust and confidence in the services the local authority provide. The cost of signage/enforcement would be better spent elsewhere.</p>
Resident	Wholly Object	<p>You only need 20 mph limits near the local schools.As you will implement this new speed limit no matter what the local people say,please remove all speed bumps and chicanes from Huntingdon as they will no longer be needed as the roads will supposedly be safe according to your new strategy.What would make more sense would be to send people to the local schools and teach the pupils about the dangers of staring at phones whilst walking into roads,not wearing giant headphones so they can hear the traffic,wear brighter clothes when its dark and the basics of road safety like look right,look left and look right again before crossing roads,not walking out between cars etc.</p>
Resident	Wholly Object	<p>These proposals are complete nonsense. They will damage the economy by affecting business efficiency. They will damage the environment as driving at artificially low speeds causes excessive pollution, will waste thousands of pounds of residents tax money to implement and will do nothing for road safety.</p> <p>Recently introduced 20mph speed limits already implemented elsewhere are almost universally ignored as people will drive at what they feel is a safe and sensible speed not some arbitrarily imposed one that makes no sense.</p> <p>The reason given by the council for why this is even necessary is bogus. They claim it's because less people are killed if hit by a vehicle at 20mph than at 30mph. Even if that's true, the average number of pedestrian deaths caused by vehicles in Cambridgeshire over the past ten years is just 4.5 per year. The total number is so low, any reduction could only be minimal. At the same time, when it's considered that having to drive at an illogically low speed forces people to direct their attention to the speedometer instead of on the road ahead it's possible to make an assumption that the measure is actually likely to result in an increase in road traffic accidents.</p> <p>I would urge this measure be rejected out hand.</p>
Resident	Wholly Object	<p>20mph limits in other areas have not been supported for enforcement by the police and are largely ignored by many if they are made blanket areas.</p> <p>People are more likely to stick to 20mph limits where they are in place for safety reasons ie near schools but where there are no differentiation there is more risk of apathy.</p> <p>There are studies that also show that driving behaviour changes and faster local routes become more congested.</p>
Resident	Wholly Object	<p>Considering the UK Government has stopped this type of change in speed limits, why does this council think they are exempt?</p> <p>The proposal is to encourage walking and cycling? How is this planned? Having a lower speed limit will largely create more queues and congestion which is not what we want. What expertise does this council have to suggest such an idea or are they simply jumping on an already flawed bandwagon?</p>
Resident	Wholly Object	<p>There are no issues with accidents in the town.</p> <p>A new speed limit will not be more environmentally friendly.</p> <p>You can't add 1.5k new homes and introduce a speed limit and expect the town not to struggle moving people around.</p> <p>No one will stick to the speed limit and you will just waste money instead of providing a better service towards things that are falling like green bin collections or flooding.</p>
Resident	Wholly Object	<p>I do not think that lowering speed limit will improve safety, there is no way of enforcing these limits, if someone is speeding in 30mph zone, they will not respect 20mph limit. This seems like a waste of time and taxpayers money that could be spent elsewhere. Will the cost of this scheme have an impact on repairs and upkeep of roads in Huntingdon, mending potholes and updating faded road markings would make more sense, than implementing lower speed limits.</p>

Resident	Wholly Object	<p>Just like with the godmanchester 20mph this is a complete waste of time and money.</p> <p>You state it's to make the road safer, but with the normal drivers who will still go at 30 mixed with the nervous drivers who stick to 20 it's causes more road aggression and dangers.</p> <p>You would rather spend money to impliment this (non legally enforceable speed limit may I add) over putting the money into food banks and social care, meaning genuinely the purposes and readers of this who will sit and read many many objections but will not listen as you are only doing this consultation by protocol, not by wanting to see the thoughts!! You know no one wants it, but some older generation who think they know best will be pushing for it.</p> <p>For once, have common sense or if not, I hope you sit with the guilt of hungry families on your mind while driving slower as you didn't put money to better uses!</p> <p>No one listens to 20mph zones and they won't with this either</p>
Resident	Wholly Object	<p>I wholly object to this proposal for the following reasons:</p> <p>1) There is a "temporary" 40mph speed limit on the A1307 between Huntingdon and Godmanchester which has been in place for multiple years due to an incomplete safety barrier. I would much prefer my council tax is used to repair these barriers rather than spending them on a speed limit that has a negligible effect on the safety of the roads.</p> <p>2) The roads in Huntingdon are in an abysmal state to begin with, overall safety of the roads would be improved if potholes were repaired and roads were resurfaced as needed. Currently they are not. You put the yellow marker around the potholes and then take an extended period of time to actually repair them.</p> <p>3) The 20mph speed limit imposed on Godmanchester recently has had no visible impact to the already minimal accidents that occurred there, and the police have publicly said they will not enforce this. This is further proof that the 20mph speed limit in huntingdon will not be effective and will not make a noticeable difference.</p> <p>4) The traffic situation in Huntingdon, especially during rush hour causes multiple gridlocks, caused by multiple traffic lights on the ring road and the new link road to the A1307. This work to "improve safety" caused more accidents (as seen on the link road junction) and has had a negative impact on the community. A 20mph speed limit in Huntingdon is likely to make the traffic situation worse.</p>
Resident	Wholly Object	<p>There is no evidence that 20mph speed limits is safer or environmentally better. Police won't enforce it so it's pointless. Reducing to 20mph will cause frustration to drivers and increase road rage</p>
Resident	Wholly Object	<p>This seems to be an attempt to fix a problem that doesn't exist. Since the A14 became the A1307 I haven't seen anywhere near as much speeding, traffic, or near misses as I used to on the Huntingdon ringroad. I fail to see what reducing the speed limit to 20mph hopes to realistically achieve. Those who drive dangerously and recklessly exceed the speed limit will continue to do so, only now they will take greater risks knowing that law abiding road users will adhere to an even slower speed limit. It also means they will hit other innocent road users much harder, as they will rear end slower moving vehicles. As the police have suggested for other areas having the 20mph speed limit introduced; they don't intend to police it - indeed your own words are that this will be 'self enforcing', so what's the point? Regardless of the speed limit on any given road, your speed should be self enforced by the road conditions at the time (if it's wet, drive slower and maintain more distance. If it's narrow, slow down and allow others to pass). None of this changes with a lower speed limit. Additionally; I disagree with the idea that this would reduce pollution - reducing the speed limit can also increase pollution; it all depends on how people drive (and I would argue that the majority of drivers don't know how to drive economically at any speed). Overall; I think this consultation alone is a waste of taxpayers time and money, never mind the astronomical waste it would be to proceed with the reduced speed limit. Surely there are better, more creative, and more cost-effective ways to increase safety and reduce pollution in Huntingdon; this just seems like a lazy idea, completely lacking in any ingenuity or forward thinking. Please, please, please listen to the feedback you are given, and put more thought into other initiatives.</p>
Resident	Wholly Object	<p>I object most strongly to this proposed order for the following reasons.</p> <p>1) you already state in your statement of reasons that most traffic travels at or below the current 30 mph limit</p> <p>2) there are no safety or speeding concerns cited</p> <p>3) the cost of implementing these orders would be better spent on highway maintenance such as pothole repair and rainwater drain clearing</p> <p>4) the police have stated they would not be actively enforcing another 20mph limit because there was no reason for it in terms of speeding or safety concerns.</p> <p>Hopefully common sense will prevail and this utter waste of money will not go ahead.</p>
Resident	Wholly Object	<p>I am writing to object against the new 20mph speed limits for huntingdon.</p> <p>The town center, Riverside and Stukeley meadows are already at a standstill most days during rush hour and now you want to spend our increased council tax on new signage to slow the traffic down even more?</p> <p>Your reasoning, to promote the use of more public transport and cycling would be good however the public transport in our area is unreliable and there aren't nearly enough routes. As for cycling, this is another area that you have forgotten to invest in, as there aren't nearly enough cycle paths.</p> <p>Lets take my daily commute as an example. I live in Hartford and work in Papworth Everard. I am stuck in standstill traffic going towards the ring road most mornings and evenings. It is only 12 miles and I have often considered cycling. However there are no cycle paths between godmanchester and papworth and I believe the road is too dangerous to cycle. As for public transport it would take me an hour each way. 3 times longer than driving, a complete joke!</p> <p>On a side note; I believe a lot of this traffic is largely in part due to the amount of houses being built, with no consideration to infrastructure. I have seen plans to build more homes down the bottom of ermine Street opposite ermine business park. One of your guys must be getting a healthy back hand from the developers because noone in there right mind would agree to put more homes there. Every day it is gridlocked on that roundabout and around that area. To put more homes there is ludicrous.</p> <p>To summarise, the proposal to reduce the speed limit to 20mph is absurd, a complete waste of money and will lead to an increase in pollution and speeding in other areas of town to make up for the time lost in your idiotic 20mph zones</p>

Wholly Object	<p>I accept the proposals for roads that are primarily for access to residential areas and in every instance where a road passes a school, care home, medical facility or other places where children or vulnerable adults reside or attend.</p> <p>I object to the proposal to reduce the speed limit to 20mph where the road is a through road from one part of Huntingdon to another (except where it passes places where children or vulnerable adults attend or reside). These include but are not limited to those listed below. I am of the view that the benefit to residents and people in general of reducing these roads to 20MPH is limited and does not outweigh the dis-benefit to motorists and the environment. I believe adherence to the 20MPH limit in these areas will be very unlikely to be adhered to and very expensive to enforce. I think 30MPH is more appropriate on these roads</p> <p>Ambury Road, Buttsgrove way, Coneygear road, California way, Desborough Road , Ermine street, Kings Ripton road, Mayfield road, Sapley road, Sallowbush Road, Desborough road, Hartford Road (it's full length), Wertheim Way, Any road that constitutes the town ring road I have excluded American Lane, Priory Road, Cowper Road from this list because the size of these roads because of the density of people and housing and MPH zone.</p>
Wholly Object	<p>I wish to object to this proposal for a 20 mph zones in Huntingdon on the basis:</p> <ol style="list-style-type: none"> 1.The online consultation links are not working on your consultation platform denying people the ability to comment and there has been no meaningful consultation with neither residents, commuters nor workers who work in the area. 2.The proposals show no evidence of what benefits the 20 mph will have. Vehicles are now NCAP rated and far safer than older cars, being hit by modern a NCAP 1 vehicle at 30mph is almost the equivalent of 20 mph. There is more pollution from slower vehicles being driven at inefficient and polluting speeds. There is no published evidence that 20 mph zones in Huntingdon will be safer, just anecdotal research which did not take into account thr real world. There is little evidence that reducing the speed limit would only reduce speeds by less than 2 mph. Where is the evidence that proves 20 mph zones outside of school, shopping areas are required i.e. accident numbers. If roads are apparently not self policing at 30 mph how will ac 0 mph zones be self policing. Why are industrial areas exempt from 20 mph zones cas they carry the most dangerous categories of vehicles next to pavements with shoppers, workers and even children. Those who currently abide by the law will be frustrated and end up speeding whereas those who ignore the speed limits will continue to do so mitigating any real effects of the speed reduction. No evidence that the majority of Huntingdon residents, workers etc, or indeedthey requested these 20 mph zones , there are about 30,000 people plus additional workers so we would expect a significant numbers above 10,000 to respond in favour to be democratic (nonrepose is not considered a positive vote in favour) 3.Where is the democratic process in this 20 mph zone introduction across Cambridgeshire, it was not in any councillors election statement or referendum. 4.Through routes in Huntingdon such as American Lane are predominantly not residential streets and should be kept at 30 mph, no one has actually walked these streets to identify the risk areas but made a blanket proposal. Only roads off them should be 20 mph.
Resident	<p>Partly Object</p> <p>Please register my objection to the proposed TRO. As a resident (xx Priory Road, Huntingdon. Cams. PE29 1JN), I feel a blanket reduction in speed is ridiculous, this will not deter those who speed, this will have very little impact on environmental conditions (in fact is more likely to increase emissions due to heavy revving of engines and stop start acceleration as frustrated drivers would end up overtaking other cars.</p> <p>I fully support the reduction in speed around schools and shops, but feel this intent to place a blanket reduction in speed is unreasonable, unenforceable, and in my opinion is a wasted exercise. I have seen so many comments from residents in Huntingdon, but also from Godmanchester and, on a larger scale, in Wales where it has proven to be unpopular and unwanted.</p> <p>I do not support a proposed blanket TRO around Huntingdon and strongly object against it.</p>
Resident	<p>Partly Object</p> <p>I support 20mph zones around schools but not in other residential areas where 30mph is a more sensible speed.</p>
Resident	<p>Partly Object</p> <p>Stop making everywhere 20mins this is only going to hold up traffic which Huntingdon cannot cope with already Agree that around schools it should be but does not have to be the whole village or town</p> <p>You have done it to godmanchester and its awful outside school yes why the rest of Godmanchester</p> <p>Don't do the same to Huntingdon you really are asking for more trouble than needed outside school not the rest of the town it's becoming an awful place to live because politicians thru n they know best sort yourselves out</p>
Resident	<p>Partly Object</p> <p>I think all Bus routes especially Guided bus routes should be at least 30mph, including Buttsgrove way and California road.</p>
Resident	<p>Partly Object</p> <p>20mph across such large areas isn't necessary and , in my opinion, is likely to cause more accidents than is stops. There will always be 'speeders'. I've been overtaken at 30mph on more than one occasion. These people will be overtaking far more if drivers are reduced to 20mph. Is this based on accident statistics in the area concerned? If not, it shouldn't be imposed.</p> <p>I agree that there should be 20mph zones outside schools. We already have ineffective traffic calming measures. I think this will also be ineffective unless you are planning to have enforcement officers issuing tickets and fines on a regular (at least once per month) basis. Unless you can back the decision up with valid statistics (eg every road has had one injury/fatality accident in the last 5 years), all you will do is waste money and infuriate a lot of people.</p> <p>If you do go ahead with it, then please removed the silly traffic island calming measures which are also dangerous.</p> <p>In my opinion the most effective traffic calming measures are the digital signs which light up with your speed as you approach them.</p>
Resident	<p>Neutral</p> <p>I read recently that CCC, will be introducing 20 mph speed limits on the majority of residential roads with the exception of Sapley Road, which will remain at 30 mph.</p> <p>I would like to suggest as being a resident living next to this road it would be much safer if a 20 mph limit was partially introduced along the road from the start at Sapley Road where it meets Huntingdon Road to Desborough road as this will include the majority of houses that face closest to the road as they have little frontage. Also it would include the entrance to George V Park and the corner shop which have higher foot fall which includes small children. 20 mph would also make it safer when passing parked cars.</p> <p>You may feel the speed reduction measures are enough to warrant 30 mph remaining, but all they seem to do is create "speed goal posts" as the limit is constantly ignored.</p>

Resident	Partly Support	My worry is how will this be policed? The current law is flagrantly flouted already (on an almost daily basis) by drivers who accelerate down Hartford Road from the Hunts Post bend at the top of the road. Equally, there are resident motorcyclists who do the same thing on exiting Ingram and Euston roads. We need 'sleeping policemen' on this stretch of the road and/or some VERY OBVIOUS cameras and a positive commitment to punish regular offenders. There are many elderly people round here, mothers with children in pushchairs and disabled people on motorized vehicles who take their life in their hands trying to cross Hartford Road at times. It is essential that this new measure is ENFORCED otherwise it will be an empty gesture and a waste of time and effort.
Resident	Partly Support	Agree with limit being reduced - Fully. However, what are your plans to monitor and enforce on Desborough Rd before someone gets seriously injured or killed.. speed on this road is currently looking more like 60>. There is not a hope 20 will be respected, 30 is ignored currently & something urgent needs to be put in place to reduce this safety hazard
Resident	Partly Support	The proposal is definitely going in the right direction but I think it could go further. Many streets, as admitted on the proposal, are residential but will not benefit from the reduced speed limit. I think this is wrong as improved quality of life for the residents should be prioritised over cars passing through getting to their destination a minute faster. Ermine Street, where I live, is a major road so there might be a compulsion to keep the speed higher to increase throughput. However as traffic is stop-start during rush hour, both residents and people who need to drive would benefit from traffic-reducing measures such as prioritised buses and improved bike lanes, instead of keeping the speed limit higher.
Resident	Partly Support	I think this is a good idea as there are too many speedsters around. Delivery drivers are worse and the likes. If we are getting 20mph zones will the traffic calming measures on the areas be removed in the 20mph areas. For example speed bumps on the Stukeley meadow estate. Also can you look at the A1307 old a14 viaduct road where the road is still 40mph near the Huntingdon bus station and is using the traffic management signage to be 40mph. You are going away from a busy town on an open dual carriage way and even the police don't follow the 40mph signs.
Resident	Partly Support	I am a resident of The Grove, Hartford and we are plagued by the nuisance of speeding vehicles. We are perplexed as to why The Grove is not included in these proposals. We have a mixture of residents encompassing both old and very young. A speed limit of 20mph would go some way to addressing this issue.
Resident	Partly Support	Coneygear Road should be reduced to 20mph due to school and crossing, regular parking issues near Maryland Avenue and the general speed of cars. Sapley Road should be reduced to 20mph with the characins and other speed reduction removed as they cause accidents and regular near misses. Hartford Road, Main Street and Longstaff Way should be reduced to 30mph to make it a safer place to walk, cycle and cross.
Resident	Partly Support	1. In principle I agree, 2. I would like to see addition of a 20mph limit on OldBridge/The avenue from Bridge Foot to Bridge Place/RGE engineering by the electric depot. It is predominantly residential, and is naturally traffic calmed by choking, so needs only 4 signs on existing street furniture/wall. 3. Pointless to waste money on 20mph Zone for The Hollow and Old houghton Road, A couple of caution pedestrians signs would be more useful, And a "Quaside ahead" sign on the hollow 4. You need to step down to 30 mph outside St Peter's School before the 20 limit.
Resident	Wholly Support	My House is located in the section of Hartford Road inside the ring road. Traffic uses our road as a fast short cut, racing down at speeds well in excess of 40 - to 50mph and there is currently no signage to remind drivers about the speed limit so I will welcome the 20mph limit. In addition to this change I would like to have the traffic coming off the new dual carriageway 1307 down the Pathfinder Link Road (towards the bus station) redirected onto the ring road if they are heading for St Ives direction so that they do not use our section of Hartford Road. This would benefit the whole town centre by greatly reducing the traffic using Huntingdon High street to get through the town.
Resident	Wholly Support	Yes, the 20 mph around all residential areas and our town centre residential area is essential I would say. However we need enforcement by police presence or speed camera and monitoring of illegal parking on double yellows , pavement obstructing and vehicles obstructing in our residential roads please
Resident	Wholly Support	Very happy if this change to 20mph will take place as Thongsley street is currently not safe due to speed of the cars are going up and down .
Resident	Wholly Support	As a Huntingdon resident on Thongsley street I really welcome the initiative of 20 mph on residential roads. On Thongsley street particularly I can say at the moment the cars driving on much higher speed which makes the whole street unsafe specially that street is proximity of the Thongsley Fields Nursery so it's also serves as drop off and pick ul kids from nursery. Hope this change will be implemented as soon as possible!
Other	Wholly Support	As a ward Councillor for Huntingdon East, I fully support these proposals. I worked with officers to help make amends to the initial plans to the final design and I feel the final designs are an appropriate measure that will help improve pedestrian, cyclist and road safety, with limited impact on drivers. I support these proposals and thank officers for their work in developing the scheme
Resident	Wholly Support	I fully support this although I would also add the marked 30 MPH zones such as Sapley, Kings Ripton Roads and also Coneygear Road in the 20 mph area for clarity and stop the speeding in the 20 mph zones. This WILL need Enforcement and the Traffic calming can then be removed
Resident	Wholly Support	We are writing to express our strong support for the introduction of 20mph zones in key residential roads in Huntingdon. We are residents of the inner-ring road stretch of Hartford Road – from the town centre up to the junction with Nursery Road and there is an extremely heavy flow of traffic down this street during key periods. When the street is quieter traffic can travel down it at excessive speeds. My car was written off two years ago when a motorist, using Hartford Road as a cut through, crashed and damaged three vehicles. I don't know if this could have been avoided by a reduced speed limit, but I suspect it would have helped. In addition to the introduction of 20mph zones there is one other point that needs to be addressed regarding traffic and parking on this stretch of Hartford Road. Heavy goods vehicles and deliveries to Chequers' Court When the Chequers Court redevelopment took place including the opening of the new M&S and other stops there was a slip road created that was designed for these vehicles to drop off at the loading areas of the shops and then travel down the slip road avoiding the residential area of Hartford Road. This has never been used by the delivery trucks and instead they thunder down the inner Hartford Road everyday creating damage to the roads. The slip road solution needs to be revisited and made to work, as my understanding was that this was part of the original plan and approval for the shopping area. We would really like this second point addressed, but for now are strongly supporting a 20mph zone including the inner section of Hartford Road.
Resident	Wholly Support	Thank you for the enclosed information, you have my full support in reducing the current speed limits to 20mph on the roads coloured Green.

CCC627570108

Directorate: Place and Sustainability

Service: Project Delivery

Team: PD - General

Your name: Nicola Young

Your job title: Group Manager Complex Infrastructure

Directorate: Place and Sustainability

Service: Asst Director - Project Delivery

Team: Asst Director - Project Delivery

Your phone:

Your email: nicola.young@cambridgeshire.gov.uk

Proposal being assessed: Transforming Cities Fund - 20 mph schemes

Business plan proposal number:

Key service delivery objectives and outcomes : Countywide speed reduction schemes (20mph) are being funded as part of the Transforming Cities Fund (TCF) Programme, approved by Highways and Transport Committee in December 2022. The programme included an £800,000 allocation towards Countywide speed reduction measures, which enabled several of the larger individual 20mph schemes to be funded from this source, rather than from funding already allocated for 20mph schemes by the Council. The Joint Administration Agreement set out a commitment to ‘make the option of 20mph zones more widely available, and easier to obtain’. In December 2022, Highways and Transport Committee agreed to amend the Speed Limit Policy to state that ‘20 mph zones must be introduced in clearly defined zones and area wide schemes are encouraged, rather than just on isolated roads or cul-de-sac’ (Highways Operational Standards, April 2024). 20mph speed limits improve road safety and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution. The introduction of 20mph speed limits is known to reduce the potential injury outcome and even deaths of our most vulnerable road users such as pedestrians and cyclists. There is a 7% chance of a fatality at 30mph, which reduces significantly to 1% at 20mph. The recent study by Agylisis for the Welsh Government showed that on average the change to a 20mph speed limit reduced average vehicle speeds in these areas to 26mph.

What is the proposal: The proposal is for Countywide speed reduction schemes, notably the introduction of 20mph speed limits primarily around market towns. A programme of 20mph schemes has been developed, which includes schemes for Cambourne, Ely, Histon and Impington, Huntingdon, Ramsey and Bury, St Ives, St Neots and Cambridge. The proposals include a review of current speed limits within the areas and proposals for amendments to speed limits to 20mph. Town and parish councils were asked to submit a formal expression of interest in the 20mph scheme confirming support for a town wide approach and the proposals have been discussed with the relevant town or parish council. An application for a Traffic Regulation Order, including a formal consultation period, is required for each scheme before it can be taken forward for delivery as part of the TCF programme.

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

The proposals have been assessed throughout the design process including referencing relevant available data, such as accident data and information on local areas through Cambridgeshire and Peterborough Insight. Relevant guidance to the design process include the Cambridgeshire County Council Highways Operational Standards and Government's Setting Local Speed Limits circular (01/2013). Informal and formal consultations have been carried out for the various schemes included within the Countywide speed reduction TCF programme and comments have been fed back from town and parish councils, which have been incorporated into the design process.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: Proposals will impact the following groups: Residents and visitors within or passing through the proposed 20mph areas. Those driving through the areas will need to reduce current speeds, however, safer environments within 20mph areas will improve opportunities for safe cycling and walking and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution. Local businesses, including bus companies - the statutory (public) consultation includes consultation with the Police, Logistics UK, the Road Haulage Association, local councils, and the emergency services. Any comments received throughout consultation on the impact of the 20mph proposals on these groups will be considered as the scheme is further developed.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: The proposal is to reduce the speed limit in certain areas across the County to 20mph, primarily focused on market towns. Drivers and passengers in vehicles which travel within the 20mph areas will benefit on balance from the anticipated improvement in road safety. All drivers within the area will be affected by the reduction in speed limit. The change in speed limit will not restrict access to any services or facilities within the area. The reduction in speed limit will support safer travel for pedestrians and cyclists, reducing potential injury outcomes or death for our most vulnerable road users.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The proposed measures will apply to all drivers and their passengers travelling along areas included within the proposed 20mph speed limits irrespective of disabilities of the driver, subject to them holding the appropriate licence, or passenger. The reduction in speed limit supports improved road safety and reduces potential injury outcome and even death for vulnerable road users, such as the young, elderly or disability groups and supports healthier and more sustainable transport modes, such as walking and cycling.

Disability: The proposed measures will apply to all drivers and their passengers travelling along areas included within the proposed 20mph speed limits irrespective of disabilities of the driver, subject to them holding the appropriate licence, or passenger. The reduction in speed limit supports improved road safety and reduces potential injury outcome and even death for vulnerable road users, such as the young, elderly or disability groups and supports healthier and more sustainable transport modes, such as walking and cycling.

Gender reassignment:

The proposal has no impact on gender reassignment.

Marriage and civil partnership: The proposal has no impact on marriage and civil partnership.

Pregnancy and maternity: The proposal has no impact on pregnancy and maternity.

Race: The proposal has no impact on race.

Religion or belief (including no belief): The proposal has no impact on religion or belief.

Sex: The proposal has no impact on sex.

Sexual orientation: The proposal has no impact on sexual orientation.

Socio-economic inequalities: The proposal has no impact on socio-economic inequalities.

Head of service: Michael Williams

Head of service email: michael.williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

East West Rail Company Consultations

- To: Highways and Transport Committee
- Meeting Date: 23 July 2024
- From: Executive Director of Place and Sustainability
- Electoral division(s): St Neots East & Gransden, Cambourne, Hardwick, Papworth & Swavesey, Sawston & Shelford, Trumpington, Queen Edith's, Petersfield, and Romsey.
- Key decision: No
- Executive Summary: This report provides an update on the East West Rail project. It provides background on the scheme and an outline position on several key topic areas. It also notes the Nationally Significant Infrastructure Projects (NSIP) process with highlighted risks and implications for the County Council. The committee is asked to delegate authority to the Executive Director of Place and Sustainability, where there is insufficient time to take reports to the Highways and Transport Committee, to ensure that the NSIP timescales can be met, thus allowing our submissions to be given full weight by the Planning Inspectorate (PINS) in the determination process and ahead of an expected Statutory Consultation.
- Recommendations: The Committee is recommended to:
- a) Endorse the position set out in this report and note the latest information and updates on the East West Rail project;
 - b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to submit Nationally Significant Infrastructure Project related responses to both the Applicant and the Planning Inspectorate on behalf of the Council; and
 - c) Note that where delegated powers are used, draft responses will be sent to Local Members and the members of the Highways and Transport Committee ahead of submission to the Planning Inspectorate.
- Officer contact:
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1. Creating a greener, fairer, and more caring Cambridgeshire

- 1.1 Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes. The proposed railway will provide connectivity across Cambridgeshire and has the potential to improve public transport, contributing to reducing transport emissions and providing a sustainable travel option. There are potentially negative carbon impacts from embodied carbon during construction, and the line is currently not proposed to be electrified which would improve emissions during operation.
- 1.2 Ambition 2: Travel across the county is safer and more environmentally sustainable. The proposed development will provide a new railway line between Bedford and Cambridge Stations including associated works within Bedford. This also includes a train station at Tempsford and Cambourne. As rail is a sustainable mode of transport this project will deliver against this ambition.
- 1.3 Ambition 3: Health inequalities are reduced. EWR is expected to serve the new Cambridge South station and the Cambridge Bio-medical Campus, which will improve connectivity to health services. The overall impact of the scheme on public health will be assessed at a later stage of the project.
- 1.4 Ambition 5: People are helped out of poverty and income inequality. Improved connectivity along the EWR route will provide better access jobs, particularly to higher value employment opportunities.
- 1.5 Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised. The proposed development will provide short term construction job opportunities, improve transport links in the region in the long term, and support economic development in the area accordingly as well as deliver strategic connectivity.
- 1.6 Ambition 7: Children and young people have opportunities to thrive. Improved connectivity along the EWR route will provide better access to higher value employment opportunities, as well as post-16 education opportunities.

2. Background

- 2.1 East West Rail (EWR) is a proposed new rail route connecting Cambridge and East Anglia with Bedford, Milton Keynes and Oxford, through to the west of England. It would also provide connectivity and interchange with all of the north-south main lines in England without the need for a journey into London. Figure 1 provides information on the proposed line, with further details on [the EWR website](#).

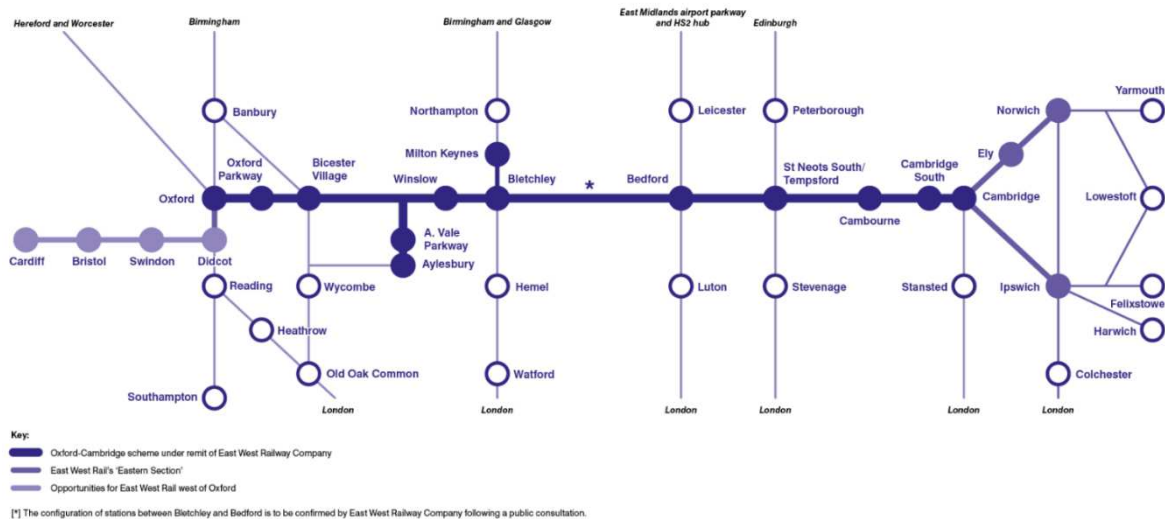


Figure 1: The East West Main Line

- 2.2 This report focuses on the section between Bedford and Cambridge. A report on the Council’s response to the previous non-statutory consultation was presented to the Highways and Transport Committee on 22 June 2021. This paper updates the Committee on the development of the scheme and the Council’s proposed outline position on several topic areas which will need to be addressed in the response to the statutory consultation and in the Council’s ongoing technical engagement with the EWR Company.
- 2.3 The EWR Company published its Route Update Report in May 2023, which set out section specific updates on plans for the railway infrastructure and how they have developed since the non-statutory public consultation in 2021. The report included the Company’s preferred route alignment between Bedford and Cambridge. It was anticipated that a formal statutory consultation would be held in two stages with the first phase expected to be in Summer 2024, with a further consultation containing more detail taking place in 2025. As a consequence of the general election, the EWR Company is reviewing its plans and hasn’t made any further proposals yet for consultation.
- 2.4 The preferred route between St Neots and Cambridge is shown in Figure 2 and would provide new railway stations at Tempsford (south of St Neots) and to the north of Cambourne, and it would enter Cambridge from the south, serving the new Cambridge South Station. The anticipated statutory consultation will cover the section between Bedford and Cambridge, which is the subject of this report.

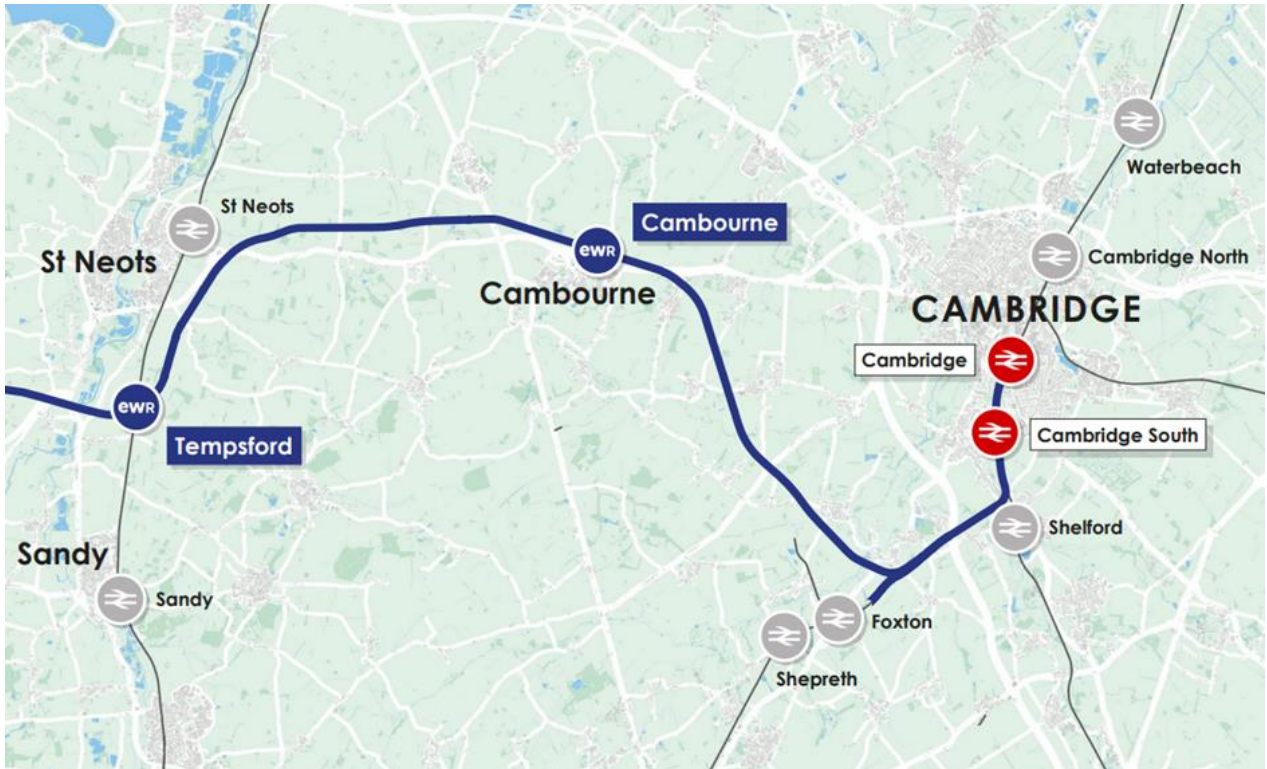


Figure 2: The Preferred Route Alignment of the central section of East-West Rail (source East West Rail website, 2023)

- 2.5 As a Nationally Significant Infrastructure Project (NSIP) application, for which a Development Consent Order (DCO) is required, the planning application for the proposed railway will not be determined by the district councils or the County Council. Responsibility for accepting and examining the NSIP applications rests with the Secretary of State for Transport, with the scheme assessed at a public examination by the Planning Inspectorate (PINS) which makes a recommendation to the Secretary of State, who will make the decision on whether to grant consent.
- 2.6 Should the scheme receive a positive decision from the Secretary of State, this will grant planning consent, and permission to acquire land for the project, and then operate the new railway. This report sets out the latest information on the project and summarises the Council's proposed position on the key issues ahead of the formal consultation.

3. Main Issues and the Role of the Council

- 3.1 Local authorities are statutory consultees for any proposed NSIP within their area and in neighbouring areas. The Council, as a 'host authority', is a statutory consultee in the NSIP process and will therefore automatically be invited to take part in the process. The role of the authority is to scrutinise the application, offer technical advice on its requirements from the proposals in relation to its areas of responsibility, both through the statutory consultation(s) and on an ongoing basis through the NSIP process, and represent local views. The Council will set out and submit its views at formal consultations, and eventually at public examination. At this early stage in the consent process, no position on EWR is proposed to the Committee.

- 3.2 Host authorities are required to make a factual assessment of the consultation material and submit a response. It is expected that the host authorities will have a very constrained timescale in which to assess the consultation material, which is likely to be extensive given the scale of the scheme and the large volume of technical information which will be needed to support it.
- 3.3 EWR has already held several public consultations to inform its designs, including the assessment and selection of its preferred route in 2021, and the subsequent Route Update Report in 2023. A two stage Statutory Consultation is planned by EWR, which will be part of the formal process for gaining a planning consent, although as described above, the timing of this has been impacted by the general election. Regardless of the timing of any consultation, it is not anticipated that there will be sufficient time for officers to present a draft response to the Committee and this report therefore seeks delegated authority to submit a response ahead of the close of the consultation, in consultation with the Chair and Vice-Chair of the Committee.
- 3.4 Officers have had some meetings and pre-application discussions with EWR to inform its proposal to date. Officers have been engaging with the EWR Company on the proposals but there has to date been a lack of substantive information made available to the Council, as well as other host authorities, to enable a thorough review of the detail and the content. Although the Council supports the principle of better rail connections and sustainable transport, it is critical that the proposal which comes forward delivers real benefits for residents and businesses in Cambridgeshire. Given the size of the scheme and its nature, there are likely to be impacts as well as the expected strategic benefits, and these should be clearly identified and mitigated as far as possible.
- 3.5 Based on the information made available so far, it is expected that there are a number of key areas that the Council will represent on, but that most of the technical detail is likely to be provided as part of the second statutory consultation. In this case, officers recommend reserving the Council's position with a holding objection as part of any consultation response until more information about the proposed route and construction has been released and technical discussions between officers and EWR have taken place to understand key matters.
- 3.6 Key areas of importance to the Council which are suggested to form part of the Council's response are set out below, with delegation sought for the submission of a final, more detailed submission to meet any forthcoming consultation deadline.

Impacts on local communities

- 3.7 Understanding and mitigating impacts, including noise, visual impact and affecting connections (described as 'severance'), along the proposed route, given its linear nature, will be key and particularly important for communities that are shown as close to the route, such as Cambourne and on the approaches to Cambridge.

Interaction with local roads, highway infrastructure and public rights of way

- 3.8 Securing appropriate design standards for new highways that will be built and handed over to the Council, and understanding the impact on and proposals for the Rights of Way network will be important. The Council is concerned about potential impacts on existing

active travel routes and connections to Greenways. These will need to be reviewed and discussed further once detailed plans are available to identify any network changes or mitigations.

Public health and wellbeing

- 3.9 The Public Health Team should be involved from the earliest stage, particularly in the environmental assessment and health impact scoping process. It will be essential to understand cumulative the scheme's impacts on people's health and wellbeing during development, while construction takes place and when it is in use. It also needs to be considered that EWR is likely to be constructed after the A428, which could cause a long period of disruption in the area. Other concerns could include community severance or impacts on access, or air quality.

Active travel and connectivity

- 3.10 The Council wishes to see a high quality end-to-end active travel route in the corridor, and the most important section of this is around the Cambourne area. In addition, the Council expects high quality access by active travel between new railway stations, settlements and key services, as well as secure cycle parking, to be provided in line with LTN 1/20 and the Cambridgeshire Active Travel Strategy.

Minerals and Waste

- 3.11 The Council requires further information on the impact of the preferred route on its Minerals and Waste sites. Safeguarding of all existing quarries, waste sites and minerals areas will be required.
- 3.12 Railway construction requires significant quantities of crushed rock that would probably need to be imported from the north or west, impacting on other mineral planning authorities. More information is needed regarding how much material is needed and how it would be transported to the site.

Ecology

- 3.13 East West Rail should commit to doubling nature and delivering biodiversity net gain specifically within Cambridgeshire and for those impacted by the scheme as part of a Strategic Nature Agreement.
- 3.14 Key concerns are the rare species of Barbastelle Bat Colony at Wimpole and Eversden Wood Site, and the impacts on hedgerows and how they are linked.

Climate change, carbon and energy

- 3.15 EWR has the potential to provide a transformational sustainable transport connection, but this would be maximised if the new line was electrified from the start. This would help to contribute to the national carbon budget. The proposals should include clear and measurable targets related to climate change and carbon reduction in line with the government's

commitment to net zero carbon by 2050. Whole life carbon analysis for the entire project will be essential including for buildings and landscape changes.

Flood risk

- 3.16 The preferred route via Cambourne passes through areas with significant flood risk. ERW should recognise all risks from surface water runoff, watercourses, groundwater, and main rivers, and avoid or manage the risks appropriately. The scheme should consider mitigation methods for flood reduction, and these should all be sustainably designed.
- 3.17 Where possible, in line with the National Planning Policy Framework, the scheme should explore opportunities to provide a reduction in flood risk to existing communities as well as that the route itself is sustainability designed.

Cambridge Station- Eastern Access for non-motorised users

- 3.18 The desire for improved access to the eastern side of the railway line at Cambridge station is a long-held aspiration for the Council. The current Local Plan for the area – the Cambridge Local Plan 2018 – contains a policy on an aspiration for improved access to the east of the station, via a new eastern entrance or improved pedestrian and cycle links to the current western station area, which has been redeveloped in more recent years as part of the CB1 and Station Square works. EWR may provide an opportunity to deliver this and significantly improve access to Cambridge Station, as well as relieve pressure on congested routes on the west side of the station.

Property and projects

- 3.19 The EWR alignment appears to interface directly with the Greater Cambridge Partnership's Cambridge to Cambourne project. Suitable Protective Provisions should be agreed to ensure that the two projects can both be delivered in a timely manner, without disrupting the other.

Construction Impacts

- 3.20 Building a new railway will have impacts on businesses and residents, and this is expected to be set out in terms of where site compounds will be located, how the highway network will be affected and other supporting information.
- 3.21 It is important to note that until the consultation material is available it isn't possible to take a full view on the impacts and benefits of EWR, so the above points are set out as principles. It is proposed to present a report to the Committee before the proposed second Statutory Consultation, to seek Members' views and consider adopting a formal position on EWR at that time, when there should be significantly more information available, and officers should have the benefit of more extensive discussions with the applicant.

4. Alternative Options Considered

- 4.1 This report seeks a delegation to the Executive Director for Place and Sustainability, in consultation with the Chair and Vice-Chair of the Committee, to submit responses to the

expected Statutory Consultation and other formal requests on East West Rail to both the Applicant and the Planning Inspectorate.

- 4.2 An alternative option considered was to present a report seeking the committee's agreement on a draft response to the first stage of the statutory consultation, with a delegation to make amendments to that response following the committee meeting. However, this hasn't been possible due to the impact of the general election on the consultation.
- 4.3 It was also considered to defer the report until there is more certainty on the timing of any consultation, but presenting a report at the meeting on 23 July 2024 would allow the appropriate delegations to be put in place and would establish some outline principles on the EWR project. This option has not been progressed because there will not be enough time for officers to consider the proposals, draft a response and progress through the committee process within the expected timeframe of the consultation. Uncertainty over the timing of the consultation also means that it is possible that there would not be an appropriate committee meeting scheduled within the consultation timeframe.
- 4.4 A further alternative would have been not to respond to the initial statutory consultation and reserve the Council's position until a later date. This option wasn't considered feasible for a scheme of this size and complexity, where the Council's views should usefully inform the development of the scheme in the period between the two consultations. It is also likely that the second stage of the statutory consultation will also need a delegation due to the same timing issues noted above.

5. Conclusion and reasons for recommendations

- 5.1 To avoid any undue delay to the NSIP process and to enable a formal response to the statutory consultation to be submitted in accordance with any deadline, it is requested that the Committee delegates authority to submit responses on behalf of the Council. Irrespective of any delegations to meet the necessary timescales, the following is proposed to be followed to ensure good practice and ensure an open and transparent decision-making process:
 - Key documentation and updates will be provided to members of the Highways and Transport Committee and local Members by email at the earliest opportunity, to ensure that key deadlines are known in advance and any proposed comments on the documentation provided as early as possible;
 - Responses to PINS will be circulated to members of the Highways and Transport Committee and local Members by email for their records; and
 - Where deemed necessary, Member briefings or specific topic meetings will be set up to provide guidance on the NSIP process and technical responses provided.
- 5.2 If the recommendations within this paper are approved, the outcome will be that officers will have delegated authority to ensure that consultation and subsequent formal submissions to PINS or the EWR Company can be made, including where there is not sufficient time for a committee decision to be taken.

6. Significant Implications

6.1 Finance Implications

There are no current significant financial implications, as a PPA has been agreed with the Applicant, and the Council has received funding from the Department of Levelling Up, Housing, and Communities (DLUHC) to support its technical work on the East West Rail pre-application process.

6.2 Legal Implications

There are no significant legal implications at this stage. Legal advice and representation including specialist advice on the application and DCO process, the legal elements of the Order, and any agreements will be utilised throughout the DCO process, and legal agreements may be entered into with the Applicant during this process. It is expected that appropriate legal support and advice will need be scoped and secured to support the Council in the run up to, and specifically through the examination.

6.3 Risk Implications

There is the potential for multiple DCOs to be submitted on similar timescales, placing pressure across technical specialists in the Council, and the Consents team. The East West Rail DCO and the Fenland Reservoir DCO are currently working to similar timescales. The Council's recent successful DLUHC bid will help to mitigate this in terms of funding additional technical specialists, and the application's programme may be subject to slippage. If several DCO programmes continue to be in alignment, the issue will be raised directly with PINs ahead of the setting of any examination timetables, to make them aware of any resource implications. There is a real risk of substandard outcomes and an inability to adequately respond to examinations, due to a lack of input to the development of the schemes if too many DCO application programmes align.

6.4 Equality and Diversity Implications

The Council will assess the equality and diversity implications of the proposals informed by the statutory consultation material that will be presented by the East West Rail Company. The Company is required to satisfy the requirements of the Public Sector Equality Duty and will need to complete an EQIA for EWR including looking at:

- Differential impacts - where the impact on a particular group may be different from other sections of the population e.g. Where certain kinds of infrastructure may prevent people from using a space e.g. Only providing steps on an access route.
- Disproportionate impact - where the impacts might be disproportionately felt by some groups of people e.g. Where the make-up of an area or the users of a resource include greater numbers of a particular groups such as a school or church.

7. Source Documents

7.1 [Agenda Item No. 8 \(East West Rail Company non-statutory consultation\) - Highways and Transport Committee Meeting, 22 June 2021](#)

7.2 [East West Rail – The East West Main Line](#)

7.3 [East West Rail Route Update Report \(May 2023\)](#)

7.4 [Cambridge Local Plan 2018](#)

A1421 Traffic Management and Road Safety Options

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): Sutton, Haddenham

Key decision: No

Executive Summary: This paper responds to the motion agreed at Full Council in October 2023 in relation to the A1421

Recommendation: The committee is recommended to:

- a) Note the options set out in this report for the A1421, including declassification;
- b) Note progress made on International Road Assessment Programme analysis; and
- c) Note the options for traffic calming measures set out in paragraph 3.8 of this report.

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1. Creating a greener, fairer, and more caring Cambridgeshire

- 1.1 The proposals in this report are aligned with the Council's Strategic Framework Ambition 2 (travel across the county is safer and more environmentally sustainable), as it seeks to consider options to address safety concerns relating to the A1421, between the A1123 in Haddenham to the A141 at Witcham Toll.

2. Background

- 2.1 On 17 October 2023, Full Council approved an altered motion from Councillor Hunt which related to the A1421 that runs from Haddenham to Witcham Toll, raising concerns about safety and the volume of Heavy Goods Vehicles (HGVs) using the route to avoid congestion on the A10 and A142 at Ely.
- 2.2 As part of the Vision Zero project, all 'A' roads in the County are being assessed and graded for safety using the International Road Assessment Programme (IRAP) system.
- 2.3 Full Council agreed to accelerate the IRAP analysis and include the A1421 in the first tranche. It also agreed that a report should be presented to the Highways and Transport Committee to evaluate options to reduce traffic and traffic speeds, improve road safety, and increase options for active travel on the A1421 including, but not limited, to the reclassification of the A1421 from A to B status.
- 2.4 An earlier motion from Councillor Hunt, requesting the re-classification of the A1123 and A1421 from 'A' Road to 'B' road status, was agreed by Full Council in December 2020. However when it was considered by the Highways and Transport Committee in July 2021, it was agreed not to progress the proposal to declassify the A1123 and A1421 at that time, but to carry out further consultation, analysis and discussion with communities and to keep the route and safety record under review.
- 2.5 Sustrans, a walking, wheeling and cycling charity, carried out a feasibility study into the potential for walking and cycling routes between Haddenham and the A142 in 2022. The outcome of this study is discussed in section 3 of this report.

The Council's Heavy Goods Vehicle (HGV) Policy

- 2.6 The Council's HGV Policy was approved by the Committee in October 2022, and it sets out the Council's approach to managing HGV movements across the county. It gives details on how community groups can take action to address concerns with HGV movements and how to apply for weight restrictions.
- 2.7 The policy includes an advisory freight route map, which sets out routes across the county which are advised for use by HGVs and are generally considered to be more suited to larger vehicle movements. These are not mandatory routes, but the map can be used by transport planners to agree routing plans for businesses and development sites.

Progress since December 2020

- 2.8 A new 20mph scheme was implemented in Haddenham in early 2023, which included a section of the A1421 Station Road. Data from the Speed Indicator Device (SID) managed by the parish council has demonstrated that vehicle speeds have reduced in general, although feedback from the parish council is that there are still approximately 8,000 vehicles a week recorded on the SID travelling over 24 mph through the village along the A1421 Station Road.
- 2.9 Haddenham Parish Council has a successful Lorry Watch scheme in operation and has built up strong relationships with local hauliers, with which it has agreements in place to stop their vehicles using the A1421 as a cut through. The hauliers that have signed up to these agreements include Mick George, Turners of Soham and Thalia Waste Management.

3. Main Issues

International Road Assessment Programme (IRAP) analysis

- 3.1 The IRAP is still progressing, and the final report will be published in June 2024. There have been significant delays to the scanning and recording of data due to the inclement weather in the spring, and access to 'free flow' traffic due to the amount of road works on the 'A' Road network. It is not possible to progress the A1421 as a single package without incurring significant programme costs.

Active Travel

- 3.2 A detailed options appraisal was carried out by Sustrans on several active travel options to improve active travel between Haddenham and Witchford. It sets out the considerable design constraints and projected costs. The favoured option came out in the report as option 4, which was edge of Haddenham to edge Sutton Road, Witchford. This includes creating new paths along footpaths and field edges and by ways. There are significant projected costs and although there is currently no funding set aside for this scheme, it has been included within Cambridgeshire's Active Travel Strategy and is designated as a Tier 2 scheme under the County's Local Cycling and Walking Infrastructure Plan. This reflects the desire to increase active travel options within the area.

Declassification from 'A' Road to 'B' Road

- 3.3 It is unlikely the downgrading of a road from 'A' to 'B' road status will alone make any significant difference in the number of HGVs choosing to use the route. Sat Nav algorithms generally do not differentiate between 'A' and 'B' roads, but will choose the quickest or shortest route. If the downgrade of the A1421 to a 'B' road status were approved, changes would be required to the road signage and the national streets gazetteer.
- 3.4 There would be a budgetary impact to the Council in downgrading the A1421 from 'A' to 'B' road status. This impact would be from a reduction in the Department for Transport (DfT) annual grant sent to the Cambridgeshire and Peterborough Combined Authority (CPCA). The grant provided to the CPCA by DfT is split between the Council and Peterborough City Council in agreed proportions based on road lengths and categories of road. The reduction

in grant per annum would be in-perpetuity. It is estimated that there would also be a one-off cost of about £3,000 to replace or amend signage.

Environmental Weight Limit

- 3.5 Haddenham Parish Council is considering applying for an environmental weight limit for the A1421. It has been following the guidance in the Council's HGV policy and had some notable success with agreements with local hauliers to avoid use of the A1421. However, the parish council is still concerned about HGVs travelling through the village, particularly as there is a narrow pinch point on Station Road with a narrow footway, which is a busy pedestrian route for children walking to school.
- 3.6 The A1421 is currently on the advisory freight route map and would require removal from this to be considered for a weight limit. This change can be made by the Service Director, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee.

Traffic Calming

- 3.7 Officers met with Councillor Hunt, the Police Traffic Management Officer and Haddenham Parish Council on 15 April 2024 to discuss their road safety concerns, speeding and the process for restricting HGV movement. A site visit with Councillor Hunt, the parish council and a Projects Team and Road Safety Engineer is scheduled for 26 July 2024, to advise on options for traffic calming and speed reduction. Options discussed at the meeting will include physical measures, such as give-way features and road markings.
- 3.8 Potential physical traffic calming measures could include raised features, such as speed cushions or raised tables, build outs or pinch points however any proposal would be subject to further discussion with local stakeholders, wider consultation, and detailed design work.

4. Alternative Options Considered

- 4.1 The alternative option to downgrading the A1421 from 'A' Road to 'B' Road status would be to retain the A1421 as an 'A' Road, whilst continuing to support the Parish Council in their endeavours to reduce the impact of HGV movements on the A1421.

5. Conclusion and reasons for recommendations

- 5.1 Declassifying the A1421 from A to B road status alone would not necessarily have the desired impact of traffic calming and would impact negatively on the Council's highways maintenance budget, as set out in paragraph 3.4. For this reason, it is not recommended to progress declassifying the road at this time, but to allow time for the further development and implementation of traffic calming measures.

6. Significant Implications

- 6.1 Finance Implications
The financial implications from the declassification are set out in paragraph 3.4.

6.2 Legal Implications

The downgrade process would have to be followed in-line with the regulations set out by the Department for Transport.

6.3 Risk Implications

There is a risk that there will be a reduction in maintenance funding for highways maintenance and limited benefits from the downgrade proposal in isolation.

There is a risk that it would set a precedent and encourage other communities to request a downgrade in road category leading to further reductions in income for highways maintenance.

6.4 Equality and Diversity Implications

A completed Equality, Impact Assessment (EqIA) form is attached at Appendix 1. Traffic calming measures should have a positive impact on vulnerable groups such as older people and disabled people.

7. Source Documents

7.1 [Agenda Item No. 4 \(A1123 & A1421 Reclassification to 'B' Road Status\), Highways and Transport Committee meeting on 27 July 2021](#)

7.2 [The Council's HGV Policy](#)

7.3 [Sustrans Feasibility Study – Haddenham to A142](#)

7.4 [Cambridgeshire Insight Data for Haddenham](#)

EQUALITY IMPACT ASSESSMENT - CCC608700426

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Traffic Management	Traffic

Your name: Sonia Hansen

Your job title: Traffic Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Traffic Management	Traffic

Your phone: 07484509409

Your email: sonia.hansen@cambridgeshire.gov.uk

Proposal being assessed: Downgrading the A1421 from A road to B road

Business plan proposal number: Cambridgeshire County Council

Key service delivery objectives and outcomes: This is a new proposal

What is the proposal: The proposal to downgrade the A1421 from A road to B road follows a motion from Cllr Bill Hunt with a view to decreasing the amount of HGVs that use the road as a cut through route. There is also work underway to advise the Parish Council on traffic calming and speed reduction measures.

What information did you use to assess who would be affected by this proposal?: Overview - Ward | Haddenham | Report Builder for ArcGIS (cambridgeshireinsight.org.uk) Road traffic collision data vehicle counts vehicle speed data anecdotal feedback and photos from Parish Council details of narrow footway dashcam footage details of planning permission for new housing development off A1421

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: People living, working or driving through Haddenham.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: No

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?:No

What is the significance of the impact on affected persons?:It is still unclear if downgrading the road from an A road to a B road will have a significant impact in terms of HGV movements through the village.

Category of the work being planned:change in road category

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability

Research, data and /or statistical evidence:Cambs Insight data, population, census data Data from Parish Council Anecdotal evidence from Parish Council. Discussions with Police. Over 65s over representative in population of the village compared to England and Cambs average - likely to be more vulnerable road users. Children and young people are using the narrow footways as a route to school and are more vulnerable road users. People with disabilities are may be positively impacted as vulnerable road users.

Consultation evidence: The proposal came from the Local Member for Haddenham. It was discussed with the Parish Council and Police. Further consultation would be required if the change were to go ahead.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: There is no clear evidence to show that downgrading a road from A to B road status alone would have any significant impact on reducing the number of HGVs driving through the village of Haddenham on the A1421. Therefore any positive impacts are likely to be minimal if any. However if further work is carried out on traffic calming and speed reduction this may have a great impact on reducing HGVs travelling through Haddenham using the A1421.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: The negative impact is there will be a reduction in the income to the County Council for road maintenance and a cost to implement the scheme to change the signs and to monitor traffic count by vehicle type before and after.

How will the process of change be managed?:It would be a project that the Highways Projects team would undertake and project managed accordingly.

How will the impacts during the change process be monitored and improvements made (where required)?: Traffic county data by vehicle type before and after. feedback from Parish council Road traffic collision data

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
Unlikeley to be any specific negative impacts of the proposal on the affected groups	Age, Disability	Low	Consultation with the Parish Council before and after the change Road safety data, collision data, 	Project Manager	01/04/2025

Head of service: Jeremy Smith

Head of service email: jeremy.smith@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Finance Monitoring Report - Outturn 2023-24

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability
Executive Director of Finance and Resources

Electoral division(s): All

Key decision: No

Executive Summary: The report is presented to provide the Committee with an opportunity to note and comment on the 2023/2024 outturn position.

Recommendation: The Committee is asked to:

Review and comment on the report.

Officer contact:

Name: Sarah Heywood

Post: Strategic Finance Manager

Email: sarah.heywood@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This financial monitoring report provides the consolidated management accounts of the Place and Sustainability directorate, enabling Members to be aware of, and to scrutinise, the delivery of the business plan for 2023-24.

2. Background

- 2.1 This report provides the Committee with an update on the financial position of the Place and Sustainability directorate. It provides detail of the pressures and underspends across the different services and an explanation for any variances.
- 2.2 The Finance Monitoring Report, attached at Appendix 1, provides the financial position for the whole of the Place and Sustainability directorate, and as such, not all the budgets contained within it are the responsibility of this Committee. Members are requested to restrict their questions to the lines for which this Committee is responsible.

3. Main Issues

- 3.1 Revenue: In February 2024, Place and Sustainability was forecasting a £1.8m overspend, at a summary level made up of a £4m pressure on the Energy Schemes partly offset by an over-achievement of Highways Development Management income and Traffic Management Income, as well as many smaller over- and under-spends. In March 2024, it was decided to change how some aspects of the waste budget expenditure were reported, which created an additional pressure of £2.2m and an outturn variance of £4.1m across the whole of the directorate.
- 3.2 Appendix 2 of the Finance Monitoring Report provides the service explanation for the variances (both over- and under-spends).
- 3.3 Capital: The budgeted capital programme variation for 2023/24 was £24.5m and there was £13.2m additional slippage. Appendix 3 of the Finance Monitoring Report lists the total scheme budget, in-year budget and actual expenditure for each capital budget and the service explanation for any in-year variances in excess of £250K.
- 3.4 A review of the capital programme for 2023/24 for Highways and Transport has been undertaken.
- 3.5 Highways and Transport had a baseline 2023/24 year budget of c.£73m, of which an underspend of c.£27m was recorded.
- 3.6 Each project with an underspend in 2023/24 has been reviewed across the programme. The review has highlighted that the reported underspend can be due to a number of factors including;

- Risk pricing being included into capital budgets for matters that which do not materialise.
- Final prices for projects being lower than budget through robust commercial and contract management.
- Spending profiles not taking account of key gateways that need to be achieved that are sometimes outside the Council's direct control, such as land negotiations, which then change the timing for a project.
- New funding being entered into the capital programme in full at the time it is received before detailed plans have been worked up on the delivery of projects.

3.7 As a result of this review, the following will be applied to the capital programme management for 24/25 onwards.

- Where new funding is provided during the financial year, the budget manager will develop a robust profile and propose a clear amount of estimated spend that should be included in the current financial year.
- The directorate will ensure that robust programme management arrangements are in place for all projects
- Where there are key risks or key stages that need to be achieved to enable the project to proceed, such as land acquisition, spending beyond this point will not be assumed and would only be released when key gateways are achieved.

3.8 The Savings Tracker for 2023/24 is in Appendix 4 of the Finance Monitoring Report, and Appendix 5 provides the technical notes relating to Grant Income, Virements and Earmarked Reserves.

4. Significant Implications

4.1 Finance Implications

This report details the financial position across the Place and Sustainability directorate.

4.2 Legal Implications

There are no significant implications within this category.

4.3 Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

5. Source Documents

5.1 None

Directorate: Place & Sustainability
 Subject: Finance Monitoring Report – Year End Outturn Report
 Date: 25th April 2024

Contents

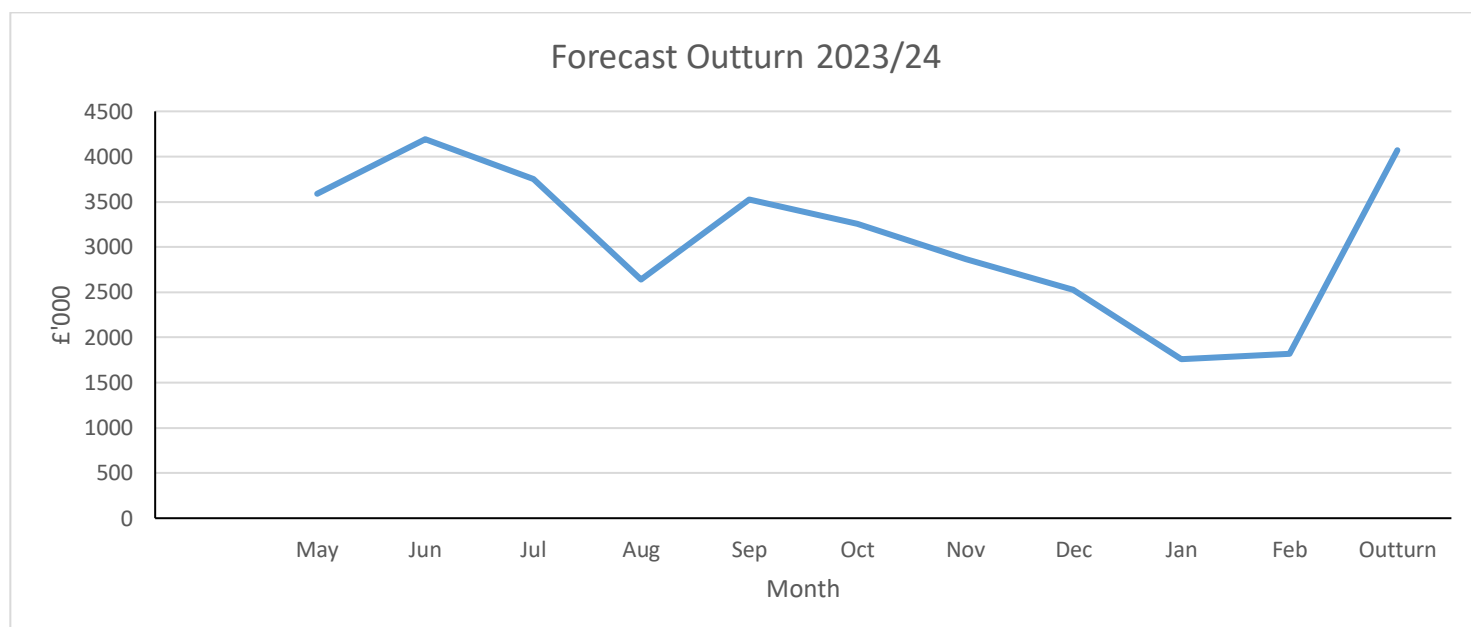
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest position on delivery of savings
4	Technical Note	Explanation of technical items that are included in some reports
Appx 1	Service Level Financial Information	Detailed financial tables for Place and Sustainability main budget headings
Appx 2	Service Commentaries	Detailed notes on revenue financial position of services that have a significant variance against budget
Appx 3	Capital Appendix	This contains more detailed information about the capital programme, including funding sources and variances from planned spend.
<i>The following appendices are included quarterly as the information does not change as regularly:</i>		
Appx 4	Savings Tracker	Each quarter, the Council's savings tracker is produced to give an update of the position of savings agreed in the Business Plan.
Appx 5	Technical Appendix	Each quarter, this will contain technical financial information showing: Grant income received Budget virements Earmarked & Capital reserves

1. Revenue Executive Summary

1.1 Overall Position

At the end of 2023-24, Place and Sustainability is 4,072k overspent.

1.2 Summary of Revenue position of the Directorate



1.2.1 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Directorate/Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Outturn Variance £000	Outturn Variance %
-510	Executive Director	1,522	-1,002	520	-296	-816	-156.9%
-2,197	Highways & Transport	42,951	-19,754	23,197	21,366	-1,831	-7.9%
2,664	Planning, Growth & Environment	53,397	-6,377	47,020	51,410	4,390	9.3%
4,046	Climate Change and Energy	2,577	-6,282	-3,705	959	4,664	125.9%
-149	Regulatory Services	5,140	-3,215	1,925	1,627	-297	-15.4%
3,855	Total Expenditure	105,587	-36,630	68,957	75,067	6,110	8.9%
-2,039	Mitigations	0	0	0	-2,038	-2,038	0.0%
1,816	Total	105,587	-36,630	68,957	73,029	4,072	5.9%

1.3 Summary of Outturn Position

In February 2024 P&S was forecasting a £1.8m overspend, at a summary level made up of a £4m pressure on the Energy Schemes (mainly due to the delayed grid connection for Noth Angle Solar Farm) partly offset by an over-achievement of Highways Development Management income and Traffic Management Income as well as many smaller over- and under-spends. The Waste Service was forecasting a pressure of £1.845m which was fully offset by the planned transfer from reserves, so creating a net-nil impact on the bottom line.

Between February and year-end it was decided to change how we report some aspects of the waste budget expenditure. These two changes, as described below, have created an additional pressure for P&S of £2.2m.

(1) The waste budget year-end position reflects additional disposal costs for waste due to the cessation of waste processing operations at the waste plants and diversion to landfill/third parties for processing. Some of these additional costs have been partly offset by the Waste Private Finance Initiative (PFI) contract cost reductions which were agreed with Thalia through a commercial agreement. However, additional operational savings were anticipated and forecast for when the detailed financial model was shared and evaluated, but because the priority is now finalising a new operational model it has been decided that the calculation of these operational savings will be wrapped up with the contractual change negotiations and on this basis it was considered prudent not to accrue for them at year-end, creating an additional variance of £800K.

(2) In addition, a review of the expenditure charged to both capital and revenue for the BATc works was undertaken and some additional costs were charged direct to revenue (£0.2m) and £1.2m of costs charged to capital were instead moved to revenue. On the capital side, this has created an equivalent amount of underspend.

The impact of these two changes in approach for Waste expenditure has created a new £2.2m pressure in excess of previous forecasts.

The above waste changes and various mainly offsetting changes in other areas, has moved P&S from a forecast outturn in February of £1.8m to an actual outturn position of £4.1m.

2. Capital Executive Summary

Scheme category	Scheme Budget	Schemes Forecast Variance	2023-24 Budget	2023-24 Actuals	2023-24 Variance
	£000	£000	£000	£000	£000
Highways & Transport	575,211	0	72,959	45,807	-27,152
Planning, Growth & Environment	29,305	0	2,834	-1,055	-3,889
Climate Change & Energy Services	95,160	2,092	22,373	15,174	-7,199
Connecting Cambridgeshire	20,072	0	2,353	3,228	875
Capitalisation of Interest			1,331	1,015	-316
Capital Programme variations			-24,489	0	24,489
Total including Capital Programme variations	719,748	2,092	77,361	64,169	-13,192

There is a total of £13.2m slippage in excess of the budgeted capital programme variation of £24.5m.

Details for all capital schemes are shown in Appendix 3.

3. Savings Tracker Summary

The savings trackers are produced quarterly to monitor delivery of savings against agreed plans. The fourth quarterly savings tracker for 2023-24 is included in Appendix 4.

4. Technical note

On a quarterly basis, a technical financial appendix is included as Appendix 5.

- Grants that have been received by the service, and where these have been more or less than expected.
- Budget movements (virements) into or out of the directorate from other services, to show why the budget might be different from that agreed by Full Council.
- Service earmarked reserves – funds held for specific purposes that may be drawn down in-year or carried-forward – including use of funds and forecast draw-down.

Appendix 1 – Detailed Financial Information

Forecast Outturn Variance (Previous) £000	Committee	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual £000	Outturn Variance £000	Outturn Variance %
Executive Director								
-510		Executive Director	1,522	-1,002	520	-296	-816	-157%
-510		Executive Director Total	1,522	-1,002	520	-296	-816	-157%
Highways & Transport								
<u>Highways Maintenance</u>								
-8	H&T	Asst Dir - Highways Maintenance	109	0	109	4	-105	-96%
236	H&T	Highway Maintenance	6,819	-179	6,639	6,835	196	3%
128	H&T	Highways Asset Management	1,275	-456	819	930	111	14%
-828	H&T	Winter Maintenance	3,075	0	3,075	2,741	-334	-11%
<u>Project Delivery</u>								
-20	H&T	Asst Dir - Project Delivery	2	0	2	-74	-76	-4054%
-0	H&T	Project Delivery	551	-61	490	505	15	3%
-121	H&T	Street Lighting	14,162	-3,997	10,165	9,881	-284	-3%
<u>Transport, Strategy & Development</u>								
23	H&T	Asst Director - Transport, Strategy & Development	782	0	782	791	9	1%
-1,019	H&T	Traffic Management	3,906	-3,585	321	-1,102	-1,424	-443%
-92	H&T	Road Safety	1,127	-734	393	774	381	97%
-0	H&T	Transport Strategy and Policy	626	-523	103	42	-61	-59%
-2,107	H&T	Highways Development Management	1,736	-1,736	0	-2,117	-2,117	0%
795	H&T	Park & Ride	1,779	-1,480	299	1,222	923	309%
817	H&T	Parking Enforcement	7,003	-7,003	0	935	935	0%
-2,197		Highways & Transport Total	42,951	-19,754	23,197	21,366	-1,831	-8%

Forecast Outturn Variance (Previous)	Committee	Budget Line	Gross Budget	Income Budget	Net Budget	Actual	Outturn Variance	Outturn Variance
£000			£000	£000	£000	£000	£000	%
Planning, Growth & Environment								
-11	E&GI	Asst Dir - Planning, Growth & Environment	185	0	185	182	-3	-2%
532	E&GI	Planning and Sustainable Growth	2,713	-1,595	1,118	1,452	335	30%
298	E&GI	Natural and Historic Environment	1,471	-626	844	810	-35	-4%
1,845	E&GI	Waste Management	49,029	-4,155	44,874	48,967	4,093	9%
2,664		Planning, Growth & Environment Total	53,397	-6,377	47,020	51,410	4,390	9%
Climate Change & Energy Service								
-17	E&GI	Climate and Energy Services	653	-541	112	97	-16	-14%
4,063	E&GI	Energy Services	1,923	-5,741	-3,818	862	4,680	123%
4,046		Climate Change & Energy Service Total	2,577	-6,282	-3,705	959	4,664	126%
Community Safety and Regulatory Service								
194	CSMI	Registration & Citizenship Services	1,010	-1,955	-945	-774	170	18%
-177	CSMI	Coroners	3,390	-1,236	2,154	1,932	-223	-10%
-165	CSMI	Trading Standards	739	-24	715	470	-245	-34%
-149		Community Safety and Regulatory Service Total	5,140	-3,215	1,925	1,627	-297	-15%
3,855	Total		105,587	-36,630	68,957	75,067	6,110	9%
Mitigations								
-2,039		Transfer from earmarked reserves	0	0	0	-2,038	-2,038	0%
1,816	Overall Total		105,587	-36,630	68,957	73,029	4,072	6%

Appendix 2 – Service Commentaries on Outturn Position

Narrative is given below where there is an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater for a service area.

1) Executive Director

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1522	-1,002	520	-296	-816	-157%

The Executive Director budget includes various P&S-wide budgets, and the £816K underspend mainly reflects the over-achievement of vacancy savings and the overhead recovery and risk factors when P&S Services undertakes work for other agencies.

2) Assistant Director – Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
109	0	109	4	-105	-96%

The underspend reflects an over-recovery on recharges between internal teams.

3) Highways Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
6,819	-179	6,639	5,223	196	3%

Highways Maintenance overspent by £196k at year-end, which is in-line with what was previously forecast. The service plans to spend to budget but due to the scale of works and the timing of these works, there can be a variance on the profile of works undertaken due to weather and local conditions.

4) Highways Asset Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,275	-456	819	930	111	14%

The £111K overspend relates to specific work undertaken using specialist consultants for asset condition and inventory surveys and other small variances.

5) Winter Maintenance

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
3,075	0	3,075	2,741	-334	-11%

The outturn position for winter maintenance is a £334K underspend, reflecting the mild and wet winter and the relatively low number of gritting runs required.

6) Street Lighting

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
14,162	-3,997	10,165	9,881	-284	-3%

The £284K underspend reflects (1) a pressure related to historic elements of the Street Lighting PFI contract between years 2011-12, where the baseline set in the contract needed adjustment, (2) an underspend as the annual energy price increase was lower than had been estimated in the budget (the energy rate in October changed from 35.89p/kWh to 39.8p/kWh), and (3) a staff underspend in Highway Contracts and Commissioning, due to vacancies remaining unfilled.

7) Traffic Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
3,906	-3,585	321	-1,102	-1,424	-443%

Traffic Management and Streetworks over-achieved on income by £1.4m due to additional income from Section 74 charges (both an increase in the number applications and for prolonged periods of occupation of the road), additional income from scaffolding and skips, and an underspend on energy costs for signals.

8) Road Safety

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,127	-734	393	774	381	97%

The overspend relates to an under-recovery of road safety audit costs, an overspend on Bikeability Level 3 grant funded expenditure, and additional maintenance costs for safety camera.

9) Highways Development Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,736	-1,736	0	-2,117	-2,117	0%

The Highways Development Management fee income changed to collection in advance, creating a one-off benefit this year, and in addition, there were some one-off payments relating to activity in previous years, creating a total over-achievement of income of £2.1m.

10) Park & Ride

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,779	-1,480	299	1,222	923	309%

The closure of the southern section of the guided bus way has resulted in a loss of income and together with a pressure due to essential maintenance work on the busway the outturn position is an overspend of £923K.

11) Parking Enforcement

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
7,003	-7,003	0	935	935	0%

At year-end there is an under-achievement of income of £935K because Penalty Charge Notice income from bus lanes was lower than budgeted, which was partly due to the closure of Station Road, Cambridge. £100K is due to one-off costs to assist with the implementation of civil parking enforcement in Huntingdonshire District Council and Fenland District Council areas.

12) Planning and Sustainable Growth

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
2,713	-1,595	1,118	1,452	335	30%

The slowing down of the housing market and lower development rates led to a pressure for Planning and Sustainable Growth, particularly as fewer pre-application planning requests and planning applications with maximum fees were submitted, and in addition there was a pressure due to a planning appeal where the appellant requested a public inquiry, creating a total year-end pressure for the service of £335K.

13) Waste Management

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
49,029	-4,155	44,874	48,967	4,093	9%

The waste service year-end position reflects the additional disposal costs for waste due to the cessation of waste processing operations at the waste plants and diversion to landfill/third parties for processing, and as planned, the £1.845m transfer of reserves (shown in Mitigations) offsets this pressure. Some of these additional costs have been partly offset by the Waste Private Finance Initiative (PFI) contract cost reductions which were agreed with Thalia through a commercial agreement. However, additional operational savings were anticipated and forecast for when the detailed financial model was shared and evaluated, but because the priority is now finalising a new operational model it has been decided that the calculation of these operational savings will be wrapped up with the contractual change negotiations and on this basis it was considered prudent not to accrue for them at year-end, creating an additional variance of £800K. In addition, a review of the BATc expenditure charged to both capital and revenue was undertaken, and some additional costs were charged direct to revenue (£0.2m) and £1.2m of costs expected to be charged to capital were instead charged to revenue. The impact of these two changes in approach creates a new pressure of £2.2m compared to previous forecasts, and the Waste outturn position is a £4.1m overspend offset by the £1.845m mitigation.

14) Energy Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,923	-5,741	-3,818	862	4,680	123%

Across all the energy schemes, there was an outturn variance of £4.453m. The majority of the variance was due to delays to project start dates, with most of the reprofiling relating to **North Angle Solar Farm** due to delays with the construction of the CPEN cable, to connect the solar farm to the grid and Swaffham Prior Heat Network. It was anticipated that construction would start following planning permission being granted in

April. However, there were concurrent delays with our contractors and the easement process until August. The easement process took until January to conclude to enable construction to start.

The **St. Ives Smart Energy Grid** had been due to be completed by September, but this was also delayed. This was due to issues with a key sub-contractor for the project and reviews of the installation by the main contractor needing to be undertaken.

At the second micro-grid under construction at **Babraham Park and Ride**, this was also delayed due to very similar issues with the same key sub-contractor. In addition to this, issues were identified with the existing infrastructure on the site that were needing further investigation.

Swaffham Prior Community Heat Network became operational and supplied decarbonised heat and hot water to 64 customers for its first winter with a significant load on the system. The first ground source heat pump was switched on and started generating income from the Renewable Heat Incentive (RHI) approved by Ofgem.

The **Stanground Solar and Battery Project** was put on hold during the year due to grid connection issues, despite the project having the benefit of a grid connection offer. This was pushed back to 2030, due to essential upgrades being required. In order to retain the planning permission, minor works were carried out on site whilst further news on a revised connection date is awaited from UKPN and National Grid.

15) Registration & Citizenship Services

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
1,010	-1,955	-945	-774	170	18%

As forecast during the financial year, there was a pressure on Registration Services due to both volumes of ceremony booking and the number of cancellations, and this was addressed in the Business Plan for 2024/25. An additional year without a rise in statutory fees during a period of high inflation also negatively impacted on revenue.

16) Coroners

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
3,390	-1,236	2,154	1,932	-223	-10%

The £223K underspend in the Coroners Service was due to staff vacancies and some additional funding that was made available.

17) Trading Standards

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Outturn Variance £000	Outturn Variance %
739	-24	715	470	-245	-34%

The £245K underspend on Trading Standards service was mainly due to the due to the application of the Proceeds of Crime reserve which was used to support local crime fighting priorities for the benefit of the community.

18) Mitigations

Gross Budget £000	Income Budget £000	Net Budget £000	Actuals £000	Forecast Variance £000	Forecast Variance %
0	0	0	-2,038	-2,038	0%

As forecast during the year, two earmarked reserves were applied to the P&S bottom line position to mitigate specific known pressures. These were £1,845k from the waste reserve and £194k from the registrations reserve.

Appendix 3 – Capital Position

4.1 Capital Expenditure

Original 2023-24 Budget as per Business Plan £000	Committee	Scheme	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Revised Budget for 2023-24 £000	Actual Spend £000	Outturn Variance £000
		Integrated Transport					
200	H&T	Major Scheme Development & Delivery	1,000	0	0	3	3
600	H&T	Safety Schemes	3,000	0	1,780	183	-1,597
345	H&T	Strategy and Scheme Development work	2,004	0	935	750	-185
25	H&T	Air Quality Monitoring	125	0	25	25	0
1,040	H&T	Annual Contribution to A14 upgrade	26,000	0	1,040	1,040	0
895	H&T	Local Infrastructure Improvements	4,409	0	1,463	1,112	-351
0	H&T	Minor improvements for accessibility and Rights of Way	77	0	77	5	-72
3,371	H&T	Delivering the Transport Strategy Aims	7,050	0	2,362	789	-1,573
1,035	H&T	Bar Hill to Northstowe Cycle Route	1,279	0	1,042	0	-1,042
		Operating the Network					
9,450	H&T	Carriageway & Footway Maintenance incl. Cycle Paths	37,650	0	10,200	9,766	-434
235	H&T	Rights of Way	1,175	0	250	368	118
2,347	H&T	Bridge Strengthening	11,735	0	2,347	1,562	-785
778	H&T	Traffic Signal Replacement	3,890	0	1,070	1,099	29
183	H&T	Smarter Travel Management - Int Highways Man Centre	915	0	183	176	-7
118	H&T	Smarter Travel Management - Real Time Bus Information	0	0	0	0	0
		Highways & Transport					
		Highways Maintenance					
0	H&T	£90m Highways Maintenance schemes	78,700	0	492	-20	-512
8,179	H&T	Pothole grant funding	36,656	0	10,544	9,052	-1,492
0	H&T	Additional highways maintenance (HS2 allocation)	4,728	0	2,364	875	-1,489
4,000	H&T	Footways	28,000	0	4,165	3,735	-430
4,750	H&T	A14 De-trunking	24,750	0	4,750	67	-4,683
500	H&T	Highways Materials Recycling	2,500	0	500	47	-453
		Project Delivery					

Original 2023-24 Budget as per Business Plan £000	Committee	Scheme	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Revised Budget for 2023-24 £000	Actual Spend £000	Outturn Variance £000
3,868	H&T	Guided Busway	149,791	0	3,890	29	-3,861
10	H&T	Ely Crossing	49,006	0	10	-37	-47
0	H&T	- Cambridge Cycling Infrastructure	487	0	487	70	-417
600	H&T	- King's Dyke	33,500	0	-2,550	798	3,348
0	H&T	- Emergency Active Fund	1,181	0	279	207	-72
0	H&T	- Lancaster Way	2,589	0	11	15	4
0	H&T	- Wisbech Town Centre Access Study	1,883	0	101	-8	-109
4,571	H&T	- March FHSF and MATS Broad Street	6,853	0	5,116	3,636	-1,480
4,367	H&T	- St Neots Future High St Fund	7,905	0	1,992	1,827	-165
0	H&T	- March Area Transport Study - Main schemes	3,329	0	1,298	1,357	59
1,300	H&T	- St Ives local Improvements	2,300	0	1,920	562	-1,358
2,903	H&T	- A141 and St Ives Improvement	5,805	0	1,754	686	-1,068
2,535	H&T	- A10 Ely to A14 Improvements	3,803	0	2,378	1,292	-1,086
0	H&T	- Witchford A10 NMU	100	0	100	94	-6
0	H&T	- Transforming Cities Fund	2,860	0	2,347	1,518	-829
0	H&T	-Southern Busway Widening – widening of maintenance track	2,891	0	2,891	541	-2,350
100	H&T	Street Lighting LED	13,283	0	100	53	-47
0	H&T	Soham Wicken NMU	1,230	0	430	53	-377
0	H&T	Active Travel 4	1,192	0	1,192	661	-531
		Transport Strategy and Network Development					
0	H&T	- Scheme Development for Highways Initiatives	1,000	0	424	0	-424
0	H&T	- CaPCAM and Electric Vehicles	1,665	0	1,665	1,312	-353
0	H&T	- Northstowe Transport Monitoring	0	0	0	0	0
200	H&T	- Wheatsheaf Crossroads	6,795	0	1,535	507	-1,028
		Planning, Growth & Environment					
2,180	E&GI	- Waste Infrastructure	7,424	0	1,500	22	-1,478
19,320	E&GI	- Waterbeach Waste Treatment Facilities	20,367	0	500	-1,078	-1,578
0	E&GI	- Northstowe Heritage Centre	680	0	0	0	0
834	E&GI	- Reallocation and funding of cost cap for Northstowe phase 1	834	0	834	1	-833
		Climate Change & Energy Services					
0	E&GI	Energy Efficiency Fund	0	0	0	0	0

Original 2023-24 Budget as per Business Plan £000	Committee	Scheme	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Revised Budget for 2023-24 £000	Actual Spend £000	Outturn Variance £000
0	E&GI	- Swaffham Prior Community Heat Scheme	14,170	0	3,395	1,719	-1,676
0	E&GI	- Alconbury Civic Hub Solar Car Ports	928	0	0	0	0
2,066	E&GI	- St Ives Smart Energy Grid Demonstrator scheme	5,486	200	1,277	1,029	-248
2,819	E&GI	- Babraham Smart Energy Grid	8,595	0	5,040	2,419	-2,621
0	E&GI	- Trumpington Smart Energy Grid	6,970	0	0	0	0
3,000	E&GI	- Stanground Closed Landfill Energy Project	8,267	0	550	101	-449
0	E&GI	- Woodston Closed Landfill Energy Project	150	0	135	0	-135
427	E&GI	- North Angle Solar Farm, Soham	30,849	0	6,438	6,465	27
409	E&GI	- Fordham Renewable Energy Network Demonstrator	635	0	450	0	-450
1,627	E&GI	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	0	2,463	1,099	-1,364
0	E&GI	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	2,383	0	281	350	69
0	E&GI	Environment Fund- Decarbonisation Fund - School Education Capital	3,499	0	1,729	1,729	0
0	E&GI	- Environment Fund - EV Chargepoints	200	0	158	112	-43
167	E&GI	- Environment Fund - Oil Dependency	500	0	205	57	-148
230	E&GI	- Environment Fund - Climate Innovation	300	0	63	0	-63
0	E&GI	- Treescape Fund	300	0	31	0	-31
0	E&GI	- Cambridge Electric Vehicle Chargepoints	157	0	15	3	-12
0	E&GI	- School Ground Source Heat Pump Projects	3,145	0	143	91	-52
		Connecting Cambridgeshire					
2,490		Connecting Cambridgeshire	20,072	0	2,353	3,228	875
1,331		Capitalisation of Interest	4,915	0	1,331	1,015	-316
95,405		Subtotal	726,555	200	101,850	64,169	-37,681
-19,129		Capital Programme variations	-66,696	0	-24,489	0	24,489
76,276		Total including Capital Programme variations	659,859	200	77,361	64,169	-13,192

The schemes with significant variances (>£250k) either due to changes in phasing or changes in overall scheme costs can be found below:

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1a	H&T	Updated	Safety Schemes	3,000	1,780	-1,597	Reprofiling	<p>Reprofiling of the Safety Schemes relates to the following schemes: -</p> <ul style="list-style-type: none"> • Puddock Road - A range of options were considered and presented to H&T Committee in March 2024, which required a review of the approach proposed. A speed reduction has been approved and works are being moved forward swiftly to deliver supporting measures in 2024-25. • Swaffham Heath Crossroads, this scheme has been delayed due to an issue with the land acquisition beyond the project team's control. These have now been resolved and work is expected to commence in September 2024. • Wimblington / Doddington A141 safety scheme – There were delays in the commissioning of a topographical survey due to a lack of interest from suppliers. The survey has now been commissioned and a report from the contractors will be provided in May 2024.
1b	H&T	New	Local Infrastructure Improvements	4,409	1,463	-351	Reprofiling	<p>The budget covers many relatively small schemes which need to be re-profiled due to the time taken in collaborating between the many organisations involved in each scheme and the respective local circumstances of each scheme. The underspend is rolled forward to the new financial year along with the respective commitments and a large number of recharges to applicants were raised at year end, now showing as income against the budget (-£350k).</p>
1c	H&T	Updated	Delivering the Transport Strategy Aims	7,050	2,362	-1,573	Reprofiling	<p>The underspend on the DTSA programme is due to the following:-</p> <ul style="list-style-type: none"> • Several projects from this programme were re-profiled in-year to be delivered in 24-25. • Several schemes were also withdrawn from the programme in July with new ones being added in their

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
								<p>place amounting to c.£900k. These were withdrawn as external grant funding became available.</p> <ul style="list-style-type: none"> • Of these new schemes, most are due to be delivered by end of Q3 of 24-25 including the parish driven 20mph programme (-£200k) and B1049 (-£190k) project. There was also a delay in the delivery of the 20mph projects due to resources to progress the legal orders, and extended response times from some of the applicants, which will be rolled forward into 24/25, (-£100k). • Other schemes in the programme in Fenland and Huntingdonshire were withdrawn following further engagement with locally elected members and councils (-£150k). • Similar development projects Eastgate, Camborne (zebra crossing), Fordham – Soham (NMU route), A505 at Duxford (NMU crossing), A605 at Elton, Cambridge East Road have been difficult to progress due others including developers and SusTrans who have been undertaking similar work and we are trying to tie our work into this, (-£310k). • Likewise (-£115k) worth of funding for the Ely 20mph zone is now being covered by a grant from the CPCA. • Broadway St Ives is now being funded via a grant from the CPCA, which means the allocation from DTSA is no longer required (-£100k). • A proportion of this underspend (-£150k) is linked to contributions to other projects in the Active Travel 4 programme and the Soham – Wicken NMU route, see 1v & 1w. • All underspends due to projects being withdrawn and funded by the CPCA has been reallocated to new projects which are now in the 24/25 programme. • A risk pot held at programme level for 23/24 was not required (-£165k) this will remain in place going forward as schemes progress to construction.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1d	H&T	Updated	Bar Hill to Northstowe Cycle Route	1,279	1,042	-1,042	Reprofiling	Following legal and land purchasing issues it is now planned for most of the work (and spend) to take place in Q2 of 24-25 if the issues can be overcome. This funding is all Section 106, still with the developers and reliant on certain legal requirements being met / not guaranteed.
1e	H&T	New	Carriageway & Footway Maintenance incl Cycle Paths	37,650	10,200	-434	Reprofiling	There is a £434K in-year underspend which reflects several schemes which have slipped by a few days into the new financial year and the residual scheme costs will transfer over to 2024/25.
1f	H&T	New	Bridge Strengthening	11,735	2,347	-785	Reprofiling	<p>There are delays in 4 schemes which have contributed to the in-year underspend of £785K. The unused budget will be carried forward to support the completion of the schemes in the new financial year.</p> <ul style="list-style-type: none"> Milton Road Culvert Cambridge had site access issues for the sheet piling and lead in time to move a lamp column and isolate supply. Coldhams Lane cycleway bridge required Geotech investigation to determine subsidence but access was not agreed and talks are ongoing with the tenant and landowner to resolve. Barnwell Railway bridge went out to tender with supply chain partners but there was no response so will re-tender to find 3 new companies wishing to price. St Ives Flood Arches was still under water when due to commence in March so waiting for the ground to dry to enable scaffold working platforms to be built for the brick repairs.
1g	H&T	New	£90m Highways maintenance Schemes	78,700	492	-512	Reprofiling	This budget is the residual amount remaining once the identified schemes have been completed and will be rolled forward into 2024/25 and added to the new investment funds.
1h	H&T	New	Pothole grant funding	36,656	10,544	-1,492	Reprofiling	The pothole grant capital budgets should be considered together - the Pothole Grant Funding and the Additional Highways Maintenance (HS2 allocation). There is a £3m in-year underspend across the two which is due to the late announcement (in November 2023) by the Department of Transport of the new HS2 reallocated funds. The unused budget will be carried forward to 2024/25.
1i	H&T	Updated	Additional Highways Maintenance (HS2 allocation)	4,728	2,364	-1,489	Reprofiling	

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1j	H&T	New	Footways	28,000	4,165	-430	Reprofiling	The footway slurry seal schemes spent to budget but there was £434K slippage in other footway works. There was an underspend of -£180k on the structural footway programme due to projected staff costs being less than anticipated and some smaller scheme savings (-£140k), and one project (-£40k) slipping into 24/25 due to roadspace issues. The money will roll into 24/25.
1k	H&T	Updated	A14 De-trunking	24,750	4,750	-4,683	Reprofiling	Responsibility for the road transferred to the Council on 7 th Feb 2024 and due to adoption of the road happening so late in the year, minimal work has taken place in 23-24.
1l	H&T	Updated	Highways Materials Recycling	2,500	500	-453	Reprofiling	The project is being reviewed to test the viability of the business case and the potential risks and practical site issues.
1m	H&T	Updated	Guided Busway	149,791	3,890	-3,861	Reprofiling	This budget had been forecasting the underspend during the year and will be reviewed as part of the carry-forward process to identify the profile of any retention still outstanding and its inter-relationship with the other Guided Busway capital schemes.
1n	H&T	Updated	Cambridge Cycling Infrastructure	487	487	-417	Reprofiling	A significant proportion of this is for the Ring Fort Path scheme, the construction of which is subject to completion of a land agreement. Construction is now expected to fall in 2024-25 subject to securing the necessary land agreements.
1o	H&T	Updated	King's Dyke	33,500	-2,550	3,348	Reprofiling	The final account for the scheme is now expected to be settled in 2024-25 following completion of the works and ongoing discussion with the contractor, this is not expected to affect the overall scheme cost.
1p	H&T	Updated	March Future High Street	6,853	5,116	-1,480	Reprofiling	The in-year underspend was due to a number of factors including reprofiling of work following the appointment of the construction contractor, internal staff costs substantially lower than budgeted and lower than expected inflation costs due to early procurement of some materials. Work was reprofiled across 2023-24 and 2024-25 and is continuing onsite, with completion expected October 2024.
1q	H&T	Updated	St Ives Local Improvement	2,300	1,920	-1,358	Reprofiling	Following the detailed assessment of the schemes, two packages of work were withdrawn from the St Ives Local Improvements programme following further detailed assessment which demonstrated they would not deliver the anticipated benefits. Alternative schemes were proposed to utilise the available

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
								funding which are expected to be delivered in 2024-25 subject to DfT approval for an extension to the funding deadline.
1r	H&T	Updated	A141 and St Ives Improvement	5,805	1,754	-1,068	Reprofiling	The delivery programme for 2023-24 was amended to allow time to further develop options considering the balance of active travel and public travel improvements alongside a road-based scheme, project was reprofiled with further work to continue in 2024-25.
1s	H&T	Updated	A10 Ely to A14 improvements	3,803	2,378	-1,086	Reprofiling	The programme for the Strategic Outline Business Case was extended into 2023-24, which delayed the start of the Outline Business Case (OBC) Programme. The OBC programme has been further developed to consider the consultation period and discussions on governance, leading to the scheme programme being reprofiled with further work to continue in 2024-25.
1t	H&T	Updated	Transforming Cities Fund	2,860	2,347	-829	Reprofiling	The programme has been reprofiled with some schemes within the programme expected to be completed in 2024-25 for a variety of reasons including additional consultation on 20mph schemes, availability of road space and an ongoing court hearing for Mill Road.
1u	H&T	Updated	Guided Busway – Widening of footpath	2,891	2,891	-2,350	Reprofiling	The scheme is in the design stage and works is expected to commence in 2024 and the budget will be rolled forward to 2024/25. A proportion of the budget has been used to fund installation of safety fencing along a section of the route, which has now been completed. Further work is ongoing to test the deliverability of widening the footpath.
1v	H&T	Updated	Soham Wicken Non Motorised Users (NMU)	1,230	430	-377	Reprofiling	The funding allocation was tested against the programme and adjusted to allow for an extended period of consultation and completion of the grant funding agreement in 2023-24, with the construction period to commence in 2024-25 following discussion with funders.
1w	H&T	Updated	Active Travel 4	1,192	1192	-531	Reprofiling	Elements of the programme were reprofiled to allow completion and grant of required planning approval for the Eddington to Girton Scheme, completion is expected in 2024-25 following discussion and agreement with the funders.
1x	H&T	Unchanged	Scheme Development	1,000	424	-424	Ended	There were no new planned financial obligations from this fund as scheme development is now picked up within the cost of individual projects.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
			for Highways Initiatives					
1y	H&T	Updated	CaPCAM and Electric Vehicles	1,665	1,665	-353	Reprofiling	The scheme has been reprofiled to reflect that the final elements of the work will now take place 24-25.
1z	H&T	Updated	Wheatsheaf Crossroads	6,795	1,535	-1,028	Reprofiling	The start of construction for the Wheatsheaf Crossroads has been delayed pending the conclusion of the required land acquisition. The land acquisition has been impacted by unforeseen circumstances beyond the control of the County Council.
1aa	EG&I	Updated	Waste Infrastructure	7,424	1,500	-1,478	Reprofiling	As forecast during the financial year, a minimal amount of spend occurred against the £1.5m budget for March HRC as procurement is just starting using the education service Construction Consultancy framework contract. The budget will be re-profiled in 2024/25 to reflect the updated timeline.
1ab	EG&I	New	Waterbeach Waste Treatment Facilities	20,367	500	-1,578	Reprofiling	As detailed in the revenue section of the outturn report, a review of expenditures was undertaken resulting in £1.2m of capital expenditure being transferred to revenue, creating an in-year variance on the capital budget. It is anticipated that in May 2024, when all the capital budgets are reviewed and re-profiled as part of the 2023/24 carry-forward process, the remaining scheme budget will be transferred into 2025/26 pending the outcome of the decision over the new operational model.
1ac	EG&I	Unchanged	Reallocation and funding of cost cap Northstowe phase 1	834	834	-833	Reprofiling	The expenditure will now take place in 2024/25 and the funding will be rolled forward to address the costs as confirmed in the Business Plan.
1ad	EG&I	New	Swaffham Prior Community Heat Scheme	14,170	3,395	-1,676	Reprofiling	During the course of 2023/24, 64 homes were connected to the heat network during the first major phase of connections. The costs for connecting each home were higher than had been anticipated so additional capital borrowing for the project was sought and approved. It is anticipated this will be spent over the remaining 4 years of the anticipated construction programme and the unused capital allocation will be reprofiled into 2024/25.

Ref	Committee	Commentary vs previous month	Scheme	Scheme Budget £000	Budget for 2023-24 £000	Outturn Variance £000	Cause	Commentary
1ae	EG&I	Updated	St Ives Smart Energy Grid Demonstrator scheme	5,486	1,277	-248	Reprofiling	This scheme had been due to be completed by September but this was delayed due to issues with a key sub-contractor for the project and reviews of the installation by the main contractor needing to be undertaken.
1af	EG&I	Updated	Babraham Smart EnergyGrid	8,595	5,040	-2,621	Reprofiling	The scheme was delayed due to very similar issues to St Ives Smart Energy Grid with the same key sub-contractor. In addition to this, issues were identified with the existing infrastructure on the site that were needing further investigation.
1ag	EG&I	Updated	Stanground Closed Landfill Energy Project	8,267	550	-449	Reprofiling	The scheme was put on hold in 2023/24 due to grid connection issues that arose in September, due to transmission capacity constraints. Expenditure on the project was therefore paused, with the exception of necessary, minor works to retain the planning permission
1ah	EG&I	Unchanged	Fordham Renewable Energy Network Demonstrator	635	450	-450	Reprofiling	The scheme remained on hold during 2023/24 pending completion of some of the existing portfolio of projects to have capacity to develop it further.
1ai	EG&I	Updated	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	10,518	2,463	-1,364	Reprofiling	Phase 4 project development costs were removed from the project as the aim was to do this work mostly in-house. Also, there was a slight rephasing as the work for phase 4 is now planned for 2024-25.
1aj	EG&I	New	Connecting Cambridgeshire	20,072	2,353	875	Reprofiling	The in-year overspend reflects the fact that the estimated profiling of spend across years will be updated and adjusted in the carry-forward process.

4.2 Capital Variations Budget

Variation budgets are set annually and reflect an estimate of the average variation experienced across all capital schemes, and reduce the overall borrowing required to finance our capital programme. There are typically delays in some form across the capital programme due to unforeseen events, but we cannot project this for each individual scheme. We therefore budget centrally for some level of delay. Any known delays are budgeted for and reported at scheme level. If forecast underspends are reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when rephasing exceeds this budget.

The capital variations budget for Place and Sustainability service is £24,489K and was recalculated to reflect the reprofiling of the works at the Waterbeach waste treatment facility.

4.3 Capital Funding

Original 2023-24 Funding Allocation as per Business Plan £000	Source of Funding	Revised Funding for 2023-24 £000	Spend – Outturn £000	Variance – Outturn £000
13,626	Local Transport Plan	13,771	13,590	-181
15,545	Other DfT Grant funding	21,205	13,974	-7,231
8,875	Other Grants	11,588	16,057	4,469
5,113	Developer Contributions	5,578	175	-5,403
39,699	Prudential Borrowing	33,798	11,015	-22,860
12,308	Other Contributions	15,910	9,435	-6,475
-19,129	Capital Programme variations	-24,489	13,192	24,489
76,037	Total including Capital Programme variations	77,361	77,361	-13,192

The increase between the original and revised budget is partly due to the carry forward of funding from 2022-23, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2022-23 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Table explaining Capital Funding changes

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	3.44	Highways schemes funded by DfT grants rolled forward into 23-24. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 22-23. Rolled forward schemes will be funded by borrowing. Highways maintenance (-£3,906). Carry forward of DfT grant for Safety schemes (£1.18m), carriageway and footpath maintenance (£0.75m), Traffic Signal replacement (£0.292m) and Cambridge Cycling Infrastructure (£0.203m). Additional Pothole funding (£3.332m). Rephasing of Major Scheme Delivery and development (-£0.2m). Adjustment of Delivering the Transport Strategy Aims budget (£1.03m).
New funding/Rephasing (Specific Grants)	2.71	Additional funding for Emergency Active Fund (£0.279m). Additional funding and carry forward of funding for March Area Transport Study (£1.298m). Rephasing of A141 and St Ives improvement (-£1.149m). New funding for Transforming Cities Fund (£2.803m). Additional Department of Transport investment for highways (£2.354m)
Additional Funding / Revised Phasing (Section 106 & CIL)	0.31	Developer contributions to be used for a number of schemes. Carry forward of S106 funding for cycling infrastructure schemes (£0.284m)
Additional funding / Revised Phasing (Other Contributions)	2.75	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). CaPCAM from CPCA (£1.665m). New funding for March Future High Street (£0.545m). Rephasing of St Neots Future High Street scheme (-£2.375m). St Ives local improvements carry forward and rephasing (£0.5m). New funding for Guided Busway - widening of maintenance track (£2.981m). Addition of Soham to Wicken project (£0.33m). Addition of Active Travel 4 project (£0.91m). Addition from CPCA for Strategy and Scheme Development (£0.279m)
Additional Funding / Revised Phasing (Prudential borrowing)	-7.23	Highways Maintenance funding (£4.398m). Reduction in borrowing for pothole fund (-£0.976m). Rephasing of Waste schemes (-£0.68m). Rephasing of Energy schemes (£1.417m). Rephasing of North Angle Solar Farm (-£6.011m). Rephasing of Environment fund (£2.875m). Rephasing King's Dyke (-£3.15m). Rephasing of Wheatsheaf Crossroads (£1.308m). Rephasing of Scheme Development of Highways Initiatives (£0.424m). Rephasing of Waterbeach waste treatment plant works (-£18.820m). Additional borrowing for Swaffham Prior Community Heat Scheme (£1.095m)

Appendix 4 – Savings Tracker

Quarter 3 Savings Tracker

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Outturn Saving 23-24	Variance from Plan £000	% Variance	Commentary
Green	P&S	H&T	23-24 New	Saving	B/R.6 .215	Recycle asphalt, aggregate and gully waste	-20	-20	0	0%	Savings target has been met.
Blue	P&S	H&T	23-24 New	Saving	B/R.6 .217	Vacancy factor	-112	-646	534	-477%	There have been higher levels of vacancy than originally anticipated.
Green	P&S	H&T	23-24 New	Saving	B/R.6 .218	Stop Weedkilling of Footways and Road Edges	-125	-125	0	0%	The saving is by reducing proactive weed treatments and the use of chemicals. The saving has been made but there has been a strong community reaction and increased reactive pressure on the service. The saving has been removed in 24-25.
Black	P&S	H&T	23-24 New	Saving	B/R.6 .220	Highways Materials Recycling	-100	0	100	100%	The saving has not been achieved as the project is being reviewed to test the viability of the business case and the potential risks and practical site issues.
Black	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .106	St Ives Smart Energy Grid - Income Generation	-177	0	177	0%	The project is not live for the end of FY 23/24. As such, forecasting saving is nil.
Black	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .107	Babraham Smart Energy Grid - Income Generation	-383	0	383	0%	The project is not live for the end of FY 23/24. As such, forecasting saving is nil.

RAG	Directorate	Committee	Category Type	Type of Proposal	BP Ref	Title	Planned Saving	Outturn Saving 23-24	Variance from Plan £000	% Variance	Commentary
Black	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .109	North Angle Solar Farm, Soham - Income Generation	-4,535	0	4,535	0%	The project is not live for the end of FY 23/24. As such, forecasting saving is nil.
Red	P&S	EG&I	23-24 New & C/F 22-23	Income	C/R.7 .110	Swaffham Prior Community Heat Scheme - Income Generation	-572	-45	527	92%	Renewable Heat Incentive income is due in FY 24/25 to cover the period 22/23 and 23/24. Smaller numbers of customer connections than originally forecast have also contributed to the reduction in income achieved.
Green	P&S	H&T	23-24 New	Income	B/R.7 .134	Light blue fibre income	-11	-11	0	0%	Savings target has been met
Black	P&S	CSMI	22-23 CFWD	Income	A/R.6 .213	Registrars	-200	0	200	0%	The budgeted additional income has not been achieved and this pressure has been addressed in the 24/25 Business Plan.
							-6,629	- 1,403	5,226		

Key to RAG ratings

Total Savings	Over 500k	100-500k	Below 100k
Black	100% non-achieving	100% non-achieving	100% non-achieving
Red	% variance more than 19%	-	-
Amber	Underachieving by 14% to 19%	% variance more than 19%	% variance more than 19%
Green	% variance less than 14%	% variance less than 19%	% variance less than 19%
Blue	Over-achieving	Over-achieving	Over-achieving

APPENDIX 5 – Technical Note

5.1.1 The table below outlines the additional Place and Sustainability grant income, which is not built into base budgets.

Grant	Awarding Body	Amount £'000
Grants as per Business Plan		
Street Lighting PFI credits	Department of Levelling Up, Housing and Communities	3,944
Waste PFI credits	Department for Environment, Food and Rural Affairs	2,570
Bikeability	Department of Transport	215
Public Health Grant	Department of Health and Social Care	209
Woodland Creation	Department for Environment, Food and Rural Affairs	150
Flood Risk, Cambridgeshire Programme Development	Environment Agency	80
Non-material grants (+/- £50k)	Various	50
Total Non-Baselined Grants 23-24		7,138

5.2.1 Virements and Budget Reconciliation (Place and Sustainability)

(Virements between Place and Sustainability and other service blocks)

Budgets and movements	£'000	Notes
Budget as per Business Plan (BP)	71,326	
Pre initial load adjustments	-42	
Budget rebasing. Approved by S&R	-728	
Public Health (PH) income	-31	Update PH income to match PH MoU
Streetworks Staffing Inflation	-55	Correction to budget
Domestic Abuse and Sexual Violence	-2,032	Service budgets moved from P&S to S&P
Staffing restructure	-141	
Budget funding for staff pay award	684	
Non-material virements (+/- £30k)	-24	
Current Budget 2023-24	68,957	

5.3.1 Place and Sustainability Earmarked Reserve Schedule

Fund Description	Balance at 31st March 2023	Movement within Year	Balance at 31 st March 2024	Notes
	£'000	£'000	£'000	
Other Earmarked Funds				
H&T Deflectograph Consortium	31	0	31	Partnership accounts, not solely CCC
H&T Highways Searches	365	0	365	
H&T On Street Parking	2,222	177	2,398	
H&T Highways Maintenance	394	406	800	Funding agreed by S&R Committee
H&T Central Winter Maintenance	0	600	600	
H&T Streetworks Permit scheme	224	(133)	91	
H&T Highways Commuted Sums	1,505	905	2,410	
H&T Streetlighting - Commuted Sum	16	0	16	
H&T Busway safety improvements	2,891	0	2,891	
H&T Apprentices	0	623	623	
H&T Real Time Passenger Information (RTPI)	216	(216)	0	Funding to be transferred to CPCA
E&GI Flood Risk funding	20	0	20	
E&GI Travel to Work	114	(65)	48	Partnership accounts, not solely CCC
E&GI Steer- Travel Plan+	55	(55)	0	
E&GI Greenspaces	85	(60)	26	
E&GI Waste - RECAP	2,845	(1,845)	1,000	Partnership accounts, not solely CCC
E&GI Waste reserve	170	66	236	
E&GI Coroners - Complex inquests	279	(24)	255	
E&GI Registrars	194	(194)	0	
E&GI Trading Standards	100	(100)	0	
E&GI Proceed of Crime	296	(112)	184	
H&T Other earmarked reserves under £30k	20	0	20	
Total	12,040	(25)	12,015	

5.3.2 Place and Sustainability Capital Reserve Schedule

Fund Description	Balance at 31st March 2023 £'000	Movement within Year £'000	Balance at 31 st March 2024 £'000	Notes
Capital Reserves				
H&T Other Government Grants	21,751	184	21,935	
H&T Other Capital Funding	1,085	(160)	925	
TOTAL	22,836	24	22,860	

Finance Monitoring Report - May 2024

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Executive Director of Place and Sustainability
Executive Director of Finance and Resources

Electoral division(s): All

Key decision: No

Executive Summary: The report is presented to provide the Committee with an opportunity to note and comment on the May financial position for 2024/25.

Recommendation: The Committee is recommended to:

- a) Note that Strategy, Resources and Performance Committee approved the capital carry-forwards and reprofiling, as detailed in Appendix 3 of the Finance Monitoring Report;
- b) Note that Strategy, Resources and Performance Committee approved the additional budget / funding, as set out in paragraph 3.5 of this report; and
- c) Review and comment on the report.

Officer contact:

Name: Sarah Heywood
Post: Strategic Finance Manager
Email: sarah.heywood@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This financial monitoring report provides the consolidated management accounts of the Place and Sustainability directorate, enabling Members to be aware of, and to scrutinise, the delivery of the business plan for 2024-25.

2. Background

- 2.1 This report provides the Committee with an update on the financial position of the Place and Sustainability directorate. It provides detail of the pressures and underspends across the different services and an explanation for any variances.
- 2.2 The Finance Monitoring Report, attached at Appendix 1, provides the financial position for the whole of the Place and Sustainability directorate, and as such, not all the budgets contained within it are the responsibility of this Committee. Members are requested to restrict their questions to the lines for which this Committee is responsible.

3. Main Issues

- 3.1 Revenue: There is a forecast pressure of £1.842m in waste management, due to the introduction of the Industrial Emissions Directive and the Best Available Techniques conclusions (BATc), and a forecast income shortfall in the energy schemes of £2.995m, mainly due to the fluctuation in energy prices. Partly offsetting these pressures is a forecast over-achievement of income of £1.4m in Highways Development Management, leaving the bottom-line position for Place and Sustainability as a forecast overspend of £3.4m.
- 3.2 Appendix 2 of the Finance Monitoring Report provides the service explanation for the revenue variances (both over- and under-spends).
- 3.3 Capital: Following the end of the 2023-24 financial year, an annual process is carried out to review capital budgets allocated for the previous year and assess whether budget needs to be rephased to the new year or later years to reflect updated delivery timescales. At the same time as the phasing of capital schemes is reviewed the funding sources (and phasing) are also updated. The results of this process are set out in appendix 3, with proposed movement of capital budgets between years. These changes are reported to the Strategy, Resources and Performance Committee for approval.
- 3.4 Appendix 3 reflects the changes due to:
 - (1) carry-forwards from 23/24 due to underspends,
 - (2) the re-phasing of a number of schemes, and
 - (3) changes due to new funding.
- 3.5 The following requests are being made to the Strategy, Resources and Performance Committee for additional capital budget / funding. The capital tables contained within the FMR assume the approval of this additional budget / funding.

Scheme	Service	Funding Change Amount £m	Reason for Change
March Future High Street Fund	P&S	£1.048m Other contributions	Adjustment to business plan to align funding allocation with grant funding agreement
Witchford A10 Non-motorised Users (NMU)	P&S	£0.550m of which £0.230m for 2024-25 Other contributions	Additional contributions are anticipated from the Cambridgeshire and Peterborough Combined Authority for the new Witchford A10 NMU scheme. £230k is expected in 2024-25 and £320k in 2025-26.
March Area Transport Study Phase 2	P&S	£7.000m of which £0.400m for 2024-25 Other contributions	Additional contributions are anticipated from the Cambridgeshire and Peterborough Combined Authority for the new March Area Transport Study Phase 2 scheme. £400k is expected in 2024-25 and £6,600k in 2025-26.
Active Travel 4 Plus	P&S	£1.100m Other contributions	Additional contributions are anticipated from the Cambridgeshire and Peterborough Combined Authority for the new Active Travel 4 Plus scheme.

4. Significant Implications

4.1 Finance Implications

This report details the financial position across the Place and Sustainability directorate.

4.2 Legal Implications

There are no significant implications within this category.

4.3 Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

5. Source Documents

5.1 None

Directorate: Place and Sustainability
Subject: Finance Monitoring Report – May (period 2)

Contents

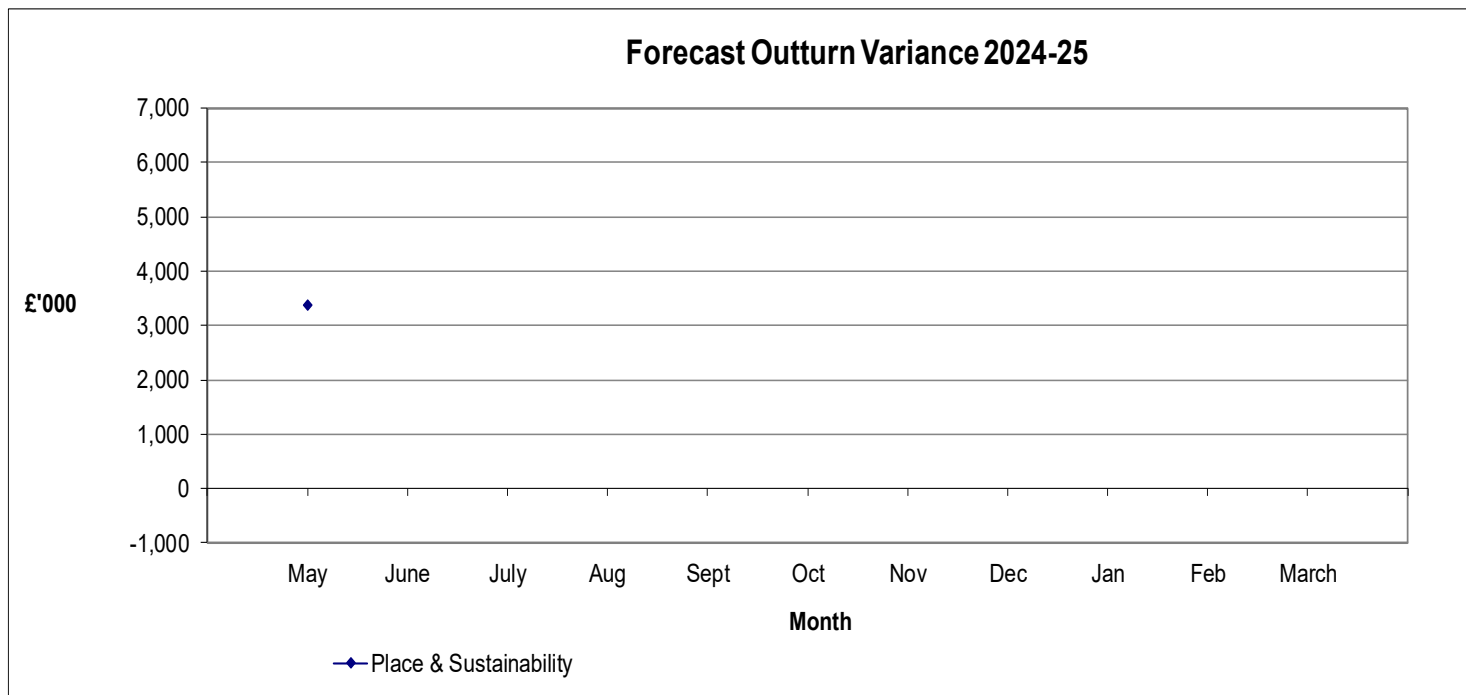
Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place and Sustainability
3	Savings Tracker Summary	Summary of the latest position on delivery of savings
4	Technical Note	Explanation of technical items that are included in some reports
5	Key Activity Data	Performance information linking to financial position of main demand-led services
Appx 1a	Service Level Financial Information	Detailed financial tables for Place and Sustainability main budget headings
Appx 2	Service Commentaries	Detailed notes on revenue financial position of services that have a significant variance against budget
Appx 3	Capital Appendix	This contains more detailed information about the capital programme, including funding sources and variances from planned spend.
<i>The following appendices are included quarterly as the information does not change as regularly:</i>		
Appx 4	Savings Tracker	Each quarter, the Council's savings tracker is produced to give an update of the position of savings agreed in the Business Plan.
Appx 5	Technical Appendix	Each quarter, this will contain technical financial information showing: Grant income received Budget virements Earmarked & Capital reserves

1. Revenue Executive Summary

1.1 Overall Position

At the end of May 2024, Place and Sustainability is projected to be £3.4m overspent.

1.2 Summary of Revenue position by Directorate



1.2 Place and Sustainability

Forecast Outturn Variance (Previous) £000	Service Area	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
0	Executive Director	1,479	-2,216	-737	-1,704	54	7.3%
0	Highways & Transport	46,276	-20,515	25,761	4,354	-1,514	-5.9%
0	Planning, Growth & Environment	54,601	-6,102	48,500	4,024	1,842	3.8%
0	Climate Change & Energy Service	2,523	-5,469	-2,947	87	2,995	101.7%
0	Community Safety and Regulatory Service	5,627	-3,404	2,222	116	0	0.0%
0	Total	110,506	-37,707	72,799	6,877	3,378	4.6%

1.3 Significant Issues

The overall position for Place and Sustainability budgets to the end of May 2024 is a forecast overspend of £3.4m. The key issues and pressures that are highlighted in this report are as follows.

Waste Management: The additional costs relate to the fact that the waste treatment facilities at Waterbeach that are managed through a PFI contract are not able to operate currently. This is because the facilities do not comply with the new Environment Agency environmental permit conditions following the introduction of the Industrial Emissions Directive and the Best Available Techniques conclusions (BATc) and waste therefore needs to be managed through separate arrangements at additional cost to the Council. Strategic options to address this issue have been assessed and an overall strategy will be recommended to members to consider during 24-25.

Energy Projects: There are income delays to the Smart Energy Grid Projects at St Ives and Babraham park and ride sites. This is due to the Council's contractor and their supply chain. The delay therefore impacts on the timing of the income for the Council. The Council is holding meetings with senior representatives of the contractor to seek assurance regarding the delivery and timings of these projects.

The delivery of the private wire to connect the North Angle Solar Farm is progressing well and is on track for completion in the Summer this year. However, energy market fluctuations mean that electricity prices are now lower than the forecasts used at the time the business plan was developed and subsequently approved in February 2024. The prices were set based on the market information that was available at that time. The lower electricity price reduces the level of forecast income for the project although the Council will also benefit from lower utility costs in its property portfolio and streetlighting. It is also important to note that Triangle Solar Farm has been generating since 2017 and has exceeded its original business case.

Highway Development Control and Streetworks Income: The pressures above are partially offset by a positive forecast in the level of income projected for 24/25 in relation to Highways Development Control and Streetworks. This is due to significant activity by developers and utility providers, so an overachievement of fee income is forecast.

Capital

In relation to the capital programme, a thorough review of the capital programme has been undertaken. Appendix 3 outlines where schemes have been profiled based on up to date information on the deliverability and risks associated with each scheme. The tables in Appendix 3 therefore provide information on how the budget for 24/25 has been set based on this review and where adjustments have been made.

2. Capital Executive Summary

Following the end of the 2023-24 financial year, an annual process is carried out to review capital budgets allocated for the previous year and assess whether budget needs to be rephased to the new year or later years to reflect updated delivery timescales. At the same time as the phasing of capital schemes is reviewed the funding sources (and phasing) are also updated. The results of this process are set out in appendix 3, with proposed movement of capital budgets between years.

Appendix 3 reflects the changes due to:

- (1) carry-forwards from 23/24 due to underspends,
- (2) the re-phasing of a number of schemes, and
- (3) changes due to new funding.

Following the carry-forwards and re-phasing exercise there are no forecast variances.

3. Savings Tracker Summary

The savings trackers are produced quarterly to monitor delivery of savings against agreed plans.

4. Technical note

On a quarterly basis, a technical financial appendix will be included as Appendix 5. This appendix covers:

- Grants that have been received by the service, and where these have been more or less than expected.
- Budget movements (virements) into or out of the directorate from other directorates, to show why the budget might be different from that agreed by Full Council.
- Service earmarked reserves – funds held for specific purposes that may be drawn down in-year or carried-forward – including use of funds and forecast draw-down.

Appendix 1 – Place and Sustainability Detailed Financial Information

Forecast Outturn Variance (Previous) £000	Committee	Note	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
			Executive Director						
0			Executive Director	1,479	-2,216	-737	-1,704	54	7%
0			Executive Director Total	1,479	-2,216	-737	-1,704	54	7%
			Highways & Transport						
0			Highways Maintenance						
0			Asst Dir - Highways Maintenance	122	0	122	53	0	0%
0	1		Highway Maintenance	11,029	-143	10,886	2,300	250	2%
0			Highways Asset Management	1,353	-453	900	183	0	0%
0			Winter Maintenance	3,262	0	3,262	-0	0	0%
0			Project Delivery						
0			Asst Dir - Project Delivery	-4	0	-4	82	0	0%
0			Project Delivery	593	-79	514	536	0	0%
0	2		Street Lighting	13,121	-4,073	9,048	820	-326	-4%
0			Transport, Strategy & Development						
0			Asst Director - Transport, Strategy & Development	144	0	144	35	0	0%
0			Traffic Management	3,808	-3,738	71	142	-38	-54%
0			Road Safety	1,371	-918	453	244	0	0%
0			Transport Strategy and Policy	118	-51	66	531	0	0%
0	3		Highways Development Management	1,833	-1,833	0	-363	-1,400	0%
0			Park & Ride	1,987	-1,687	300	546	0	0%
0			Parking Enforcement	7,539	-7,539	0	-754	0	0%
0			Highways & Transport Total	46,276	-20,515	25,761	4,354	-1,514	-6%
			Planning, Growth & Environment						
0			Asst Dir - Planning, Growth & Environment	189	0	189	34	0	0%
0			Planning and Sustainable Growth	2,013	-787	1,226	330	-0	0%

Forecast Outturn Variance (Previous) £000	Committee	Note	Budget Line	Gross Budget £000	Income Budget £000	Net Budget £000	Actual to date £000	Forecast Outturn Variance £000	Forecast Outturn Variance %
0			Natural and Historic Environment	2,031	-1,074	957	-81	0	0%
0		4	Waste Management	50,368	-4,240	46,127	3,742	1,842	4%
0			Planning, Growth & Environment Total	54,601	-6,102	48,500	4,024	1,842	4%
			Climate Change & Energy Service						
0			Climate and Energy Services	386	-263	123	82	0	0%
0		5	Energy Services	2,137	-5,207	-3,070	4	2,995	98%
0			Climate Change & Energy Service Total	2,523	-5,469	-2,947	87	2,995	102%
			Community Safety and Regulatory Service						
0			Domestic Abuse and Sexual Violence Service	0	0	0	0	0	0%
0			Registration & Citizenship Services	1,323	-2,050	-727	-175	0	0%
0			Coroners	3,468	-1,232	2,237	298	0	0%
0			Trading Standards	835	-122	713	-7	0	0%
0			Community Safety and Regulatory Service Total	5,627	-3,404	2,222	116	0	0%
0			Overall Place and Sustainability Total	110,506	-37,707	72,799	6,877	3,378	5%

Appendix 2 – Service Commentaries on Forecast Outturn Position

Narrative is given below where there is a forecast variance greater than 2% of net budget or £100,000 whichever is greater for a service area.

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
1	New	Highways Maintenance	10,886	250	2%	The Business Case for the Highways Material Recycling Facility is being reviewed and updated and it is unlikely that savings will be made this financial year. This is being mitigated through increased level of income from highway development control.
2	New	Street Lighting	9,048	-326	-4%	The forecast saving reflects expected energy savings to be achieved by the installation of LED lanterns starting in Summer 2024 as part of the County Councils LED lantern replacement project. This budget forecast has also been reduced to reflect the forecasted reduction in expenditure due to lower than expected energy inflation figures, which were included in the budget for 2024-25.
3	New	Highways Development Management	0	-1,400	0%	<p>Forecast income for HDM team in 2024/25 is assessed based on income generated in 2023/24 and in first three months of 2024/25. Further:</p> <ul style="list-style-type: none"> • Bond rates (and by extension S.38 fees) increased (as of April 2024) by 15-20% dependent on nature of infrastructure. The increase in rates is proportionate to inflation in construction costs as benchmarked by Milestone. • More robust planning of pre-application fee recovery to take place. • More robust fee recovery for developer temporary directional signs to take place. • Potential S.184 income to facilitate new S01/S02 roles. • Gradual realisation of the commuted sum policy of April 2023 as sites come through the development pipeline. • Interim / consultant fees should drop by around ~£200,000 in 2024/25.
4	New	Waste Management	46,127	Page 155 of 184	1%	The forecast pressure is due to two main factors, (1) The waste plants will not become operational near the end of

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<p>the financial year. This was previously assumed but the options assessment exercise highlights that this may not be in the best interest of the council in the long term and therefore a revised strategy is being developed for members to consider, and (2) no additional operational savings are assumed in excess of the commercial settlement and any additional operational savings will be wrapped up in the future contract costs.</p>
5	New	Energy Services	-3,070	2,995	98%	<p>Across the energy schemes there is a forecast shortfall of £2,995k, and the explanations are below:-</p> <p>St Ives:- The project is forecasting an overall £181k saving to the Council this year due to the project delay. This is made up of a saving of £294k of debt charges this year minus the projected income shortfall of £113k as a result of the delay. The project delay is due to the main contractor undertaking site inspections and identifying the need for them to undertake remediation works. The contractor's worst case programme is to start generating in mid January . If delays are less severe than expected, then some income will be generated but this will be low due to the time of year (autumn/winter).</p> <p>Babraham: Income generation is delayed due to similar main-contractor issues as described above. Generation should start in February 2025 in-line with their current expected programme. This means approximately £55k of income is forecast (a forecast shortfall of £407k). Although there are also savings on debt charges of £233k, it still leaves a net pressure of £174k on the scheme for 24/25.</p> <p>North Angle: The wholesale electricity price forecasts for 2024 for exporting electricity to the grid have fallen substantially and became evident end of Q3 2023-24. The forecast savings reflect scenario analysis undertaken on the potential value of the Power Purchase Agreement for Summer 24 and is a forecast shortfall of £1,971k. Importantly, this needs to be viewed in the</p>

Note	Commentary vs previous month	Service Area / Budget Line	Net Budget £000	Forecast Outturn Variance £000	Forecast Outturn Variance %	Commentary
						<p>context that import tariffs for the Council's electricity bill will also reduce costs across our property and street lighting portfolios.</p> <p>Swaffham Prior: The forecast worst case scenario shortfall in May 24 is £1,009k but this position is expected to improve in June using the detailed forecasting on actuals for both heat and Renewable Heat Incentive (RHI). The input electricity costs have been high during 2023 and 2024 as the heat network is drawing electricity from the grid and waits for the private wire connection to energise. The other reason is that whilst waiting for the private wire connection, the number of customers able to connect to the heat network has been constrained due to grid constraints. To date 64/130 homes have been connected during 2023-24 and work is underway to connect further homes in 2024. Current expectation is that additional RHI income will come forward in 24/25, increased income from heat sales and electricity costs will reduce when the private wire is in place.</p>

Appendix 3 – Capital Position

3.1 Capital Expenditure

Original 2024-25 Budget as per Business Plan £000	Committee	Scheme Category	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Budget Carried- forward 2024-25 £000	Budget Re- phasing 2024-25 £000	Addi- tional/ Redu- ction in Fundi- ng 2024- 25 £000	Revised Budget for 2024-25 £000	Actual Spend (May) £000	Forecast Outturn Variance (May) £000
		Integrated Transport								
25	H&T	Air Quality Monitoring	125	0	0	0	0	25	0	0
895	H&T	Local Infrastructure Improvements	5,048	0	351	-16	136	1,366	64	0
0	H&T	Minor Improvements for accessibility and Rights of Ways	77	0	0	0	77	77	-1	0
600	H&T	Safety Schemes	2,800	0	1,597	0	-1,573	624	11	0
0	H&T	Safety Schemes – Swaffham Heath Crossroad	880	0	0	0	772	772	0	0
0	H&T	Safety Scheme – Puddock Road	850	0	0	0	517	517	3	0
545	H&T	Strategy and Scheme Development work	2,725	0	182	0	0	727	47	0
1,350	H&T	Delivering the Transport Strategy Aims	6,750	0	1,573	-1,120	-180	1,623	41	0
196	H&T	Dry Drayton to MNU link cycle route	110	0	0	-219	30	7	0	0
992	H&T	Bar Hill to Northstowe Cycle Route	1,045	0	75	-634	0	433	2	0
1,040	H&T	Annual Contribution to A14 upgrade	26,000	0	0	0	0	1,040	0	0
		Operating the Network								

Original 2024-25 Budget as per Business Plan £000	Committee	Scheme Category	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Budget Carried- forward 2024-25 £000	Budget Re- phasing 2024-25 £000	Addi- tional/ Redu- ction in Fundi- ng 2024- 25 £000	Revised Budget for 2024-25 £000	Actual Spend (May) £000	Forecast Outturn Variance (May) £000
7,050	H&T	Carriageway & Footway Maintenance incl Cycle Paths	36,720	0	434	-434	294	7,344	1,480	0
235	H&T	Rights of Way	1,175	0	0	0	0	235	27	0
2,347	H&T	Bridge Strengthening	10,690	0	685	0	-209	2,823	-12	0
778	H&T	Traffic Signal Replacement	3,545	0	-29	0	-69	680	-52	0
183	H&T	Smarter Travel Management - Int Highways Man Centre	835	0	7	0	-16	174	-11	0
		Highways								
7,829	H&T	Pothole Funding	40,985	0	0	0	0	7,829	-60	0
2,364	H&T	Additional Highways Maintenance (HS2 Allocation)	4,728	0	1,489	-1,200	0	2,653	-307	0
4,000	H&T	Footways	20,000	0	430	0	0	4,430	106	0
4,000	H&T	A14 De-trunking	24,750	0	683	3,878	0	8,561	50	0
2,200	H&T	Highways Material Recycling	2,500	0	253	-2,378	0	75	0	0
20,000	H&T	Further Highways Prioritisation	40,000	0	0	0	0	20,000	0	0
950	H&T	Essential Works on Guided Busway	950	0	0	0	0	950	0	0
250	H&T	Step Survey and Works	1,250	0	0	0	0	250	0	0
		Project Delivery								
0	H&T	Ely Crossing	49,006	0	47	0	0	47	-723	0
2,747	H&T	Guided Busway	145,952			0	-3,861	0	545	0

Original 2024-25 Budget as per Business Plan £000	Committee	Scheme Category	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Budget Carried- forward 2024-25 £000	Budget Re- phasing 2024-25 £000	Additional/ Reduction in Funding 2024- 25 £000	Revised Budget for 2024-25 £000	Actual Spend (May) £000	Forecast Outturn Variance (May) £000
203	H&T	Cambridge Cycling Infrastructure	4,690	0	214	0	0	417	2	0
0	H&T	King's Dyke	33,500	0	-3,348	0	0	-3,348	108	0
0	H&T	Emergency Active Travel	1,181	0	72	0	0	72	24	0
0	H&T	Wisbech Town Centre Access Study	1,883	0	109	0	0	109	4	0
5,020	H&T	Wheatsheaf Crossroads	6,795	0	1,028	-5,646	0	402	3	0
1,996	H&T	March Future High Street Fund and March Area Transport Study Broad Street	7,901	0	820	-816	1,048	3,048	366	0
5,524	H&T	St Neots Future High Street Fund	7,905	0	169	-2,840	0	2,853	150	0
377	H&T	March Area Transport Study – Main Schemes	3,329	0	-58	-214	0	105	67	0
1,015	H&T	St Ives Local Improvement	2,740	0	602	-1,243	440	814	68	0
3,072	H&T	A141 and St Ives Improvement	5,805	0	1,517	-3,482	195	1,302	28	0
1,532	H&T	A10 Ely to A14 Improvements	3,803	0	337	-1,242	197	824	-126	0
0	H&T	Witchford A10 Non-Motorised Users	550	0	0	0	230	230	0	0
0	H&T	Transforming Cities Fund	2,860	0	829	0	0	829	163	0
2,441	H&T	Southern Busway Widening	2,891	0	-91	-1,649	0	701	6	0
924	H&T	Soham Wicken Non-Motorised Users	1,230	0	234	-203	0	955	0	0
0	H&T	Active Travel 4	1,192		431	-104	0	427	16	0

Original 2024-25 Budget as per Business Plan £000	Committee	Scheme Category	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Budget Carried- forward 2024-25 £000	Budget Re- phasing 2024-25 £000	Additional/ Reduction in Funding 2024- 25 £000	Revised Budget for 2024-25 £000	Actual Spend (May) £000	Forecast Outturn Variance (May) £000
0	H&T	Active Travel 4 - Extension	1,100	0	0	0	1,100	1,100	0	0
7,099	H&T	Street Lighting LED	13,283	0	47	-2,869	0	4,277	10	0
		Transport Strategy and Network Development								
0	H&T	CaPCAM and Electric Vehicles	1,665	0	353	0	0	353	117	0
		Planning, Growth and Environment								
5,521	E&G I	Waste Infrastructure	8,000	0	303	-3,022	576	3,378	-6	0
18,338	E&G I	Waterbeach Waste Treatment Facility	20,367	0	1,578	-19,916	0	0	0	0
834	E&G I	Reallocation and funding of cost cap for Northstowe phase 1	1	0	-1	0	-833	0	0	0
		Climate Change and Energy Services								
2,730	E&G I	Swaffham Prior Community Heat Scheme	14,170	0	1,676	-3,206	0	1,200	19	0
0	E&G I	St Ives Smart Energy Grid Demonstrator scheme – Park and Ride	5,686	0	383	-108	200	475	-374	0
1,287	E&G I	Babraham Smart Energy Grid Demonstrator scheme	9,065	0	1,635	-280	469	3,111	-11	0
0	E&G I	Stanground Closed Landfill Energy Project	8,595	0	449	-409	0	40	-15	0
0	E&G I	Woodston Closed Landfill Energy Project	150	0	135	-135	0	0	0	0

Original 2024-25 Budget as per Business Plan £000	Committee	Scheme Category	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Budget Carried- forward 2024-25 £000	Budget Re- phasing 2024-25 £000	Addi- tional/ Redu- ction in Fundi- ng 2024- 25 £000	Revised Budget for 2024-25 £000	Actual Spend (May) £000	Forecast Outturn Variance (May) £000
3,478	E&G I	North Angle Solar Farm	32,649	0	-641	-816	1,800	3,821	-500	0
0	E&G I	Fordham Renewable Energy Network Demonstrator	635	0	450	-450	0	0	0	0
495	E&G I	Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	11,664	0	521	-111	0	905	-52	0
1,919	E&G I	Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	3,047	0	-69	0	0	1,850	0	0
167	E&G I	Environment Fund - Oil Dependency	500	0	148	-148	0	167	0	0
0	E&G I	Treescape Fund (Natural Capital)	300	0	31	0	0	31	7	0
0	E&G I	School Ground Source Heat Pump Project	3,145	0	52	0	0	52	-23	0
0	E&G I	Cambridge Electric Vehicle Chargepoints - On-street	157	0	0	0	0	0	-61	0
		Connecting Cambridgeshire								
5,454		Connecting Cambridgeshire	26,289	0	-875	0	0	4,579	-395	0
984		Capitalisation of Interest	3,162	0	0	0	0	984	0	0
130,986		Total	688,773		18,431	-51,032	1,340	99,725	813	0

Original 2024-25 Budget as per Business Plan £000	Committee	Scheme Category	Total Scheme Revised Budget £000	Total Scheme Forecast Variance £000	Budget Carried- forward 2024-25 £000	Budget Re- phasing 2024-25 £000	Addi- tional/ Redu- ction in Fund- ing 2024- 25 £000	Revised Budget for 2024-25 £000	Actual Spend (May) £000	Forecast Outturn Variance (May) £000
-30,810		Capital Programme Variations	-98,155	0	0	205	0	-30,605	0	0
100,176		Total including Capital Programme Variations	590,618	0	18,031	-50,827	1,340	69,120	813	0

The table above outlines the results of a thorough review that has been undertaken for each scheme to provide a profile that is based on an assessment of risk and deliverability. Based on this on this reprofiling, there are no schemes with significant variances (>£250k) to report.

3.2 Capital Variations Budget

Variation budgets are set annually and reflect an estimate of the average variation experienced across all capital schemes, and reduce the overall borrowing required to finance our capital programme. There are typically delays in some form across the capital programme due to unforeseen events, but we cannot project this for each individual scheme. We therefore budget centrally for some level of delay. Any known delays are budgeted for and reported at scheme level. If forecast underspends are reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when rephasing exceeds this budget.

3.3 Capital Funding

Original 2024-25 Funding Allocation as per Business Plan	Source of Funding	Budget Carried- forward 2024-25	Budget Revisions 2024-25	Revised Budget for 2024-25	Forecast Spend - Outturn (May)	Forecast Variance - Outturn (May)
£000		£000	£000	£000	£000	£000
13,672	Local Transport Plan	4,552	-2,065	16,159	16,159	0
14,693	Other DfT Grant Funding	2,602	921	18,216	18,216	0
10,911	Other Grants	952	-6,578	5,285	5,285	0
5,149	Developer Contributions	276	-974	4,451	4,451	0
73,096	Prudential Borrowing	6,036	-39,158	39,974	39,974	0
13,465	Other Contributions	3,637	-1,462	15,640	15,640	0
-30,810	Capital Programme Variations	0	254	-30,605	-30,605	0
100,176	Total including Capital Programme Variations	18,055	-49,062	69,120	69,120	0

3.4 Capital Roll Forward

The Capital Plan relating to P&S for 2024-25 has reduced since the Business Plan was published, resulting in a revised budget of £72,281k. This reduction is due the combination of schemes being delayed into future years and changes to carry forward positions from 2023-24. The schemes with variations of £250k or greater are listed below.

Committee	Scheme Ref.	Scheme Name	EXPENDITURE BUDGET CHANGES								FUNDING BUDGET CHANGES					Remarks
			Up to 2023-24 (£k)	2024-25 (£k)	2025-26 (£k)	2026-27 (£k)	2027-28 (£k)	2028-29 (£k)	Later Years (£k)	TOTAL (£k)	Grants (£k)	Devel. Contr. (£k)	Other Contr. (£k)	Capital Receipts (£k)	Borrowing (£k)	
H&T	C/C. 1.011	Local Infrastructure improvements	-351	548	106	90	90	90	-	573	-	-	573	-	-	Carry forward and rephasing
H&T	C/C. 1.012	Safety Schemes	-224	24	-	-	-	-	-	-200	-200	-	-	-	-	Carry forward and rephasing. 200k of new funding to Puddock Road.
H&T	C/C. 1.019	Delivering the Transport Strategy Aims	-1,573	273	1,120	-	-	-	-	-180	-180	-	-	-	-	Carry forward and rephasing. Transfer of funding to other lines
H&T	C/C. 1.020	Bar Hill to Northstowe cycle route	-75	-559	400	-	-	-	-	-234	47	-1,175	25	-	869	Rephasing, review of funding allocation, and review of overall cost
H&T	C/C. 2.001	Carriageway & Footway Maintenance including Cycle Paths	-434	294	728	294	294	294	-	1,470	1,470	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)
H&T	C/C. 2.004	Bridge strengthening	-685	476	-209	-209	-209	-209	-	-1,045	-1,045	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)
H&T	C/C. 2.005	Traffic Signal Replacement	29	-98	-69	-69	-69	-69	-	-345	-345	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)

Committee	Scheme Ref.	Scheme Name	EXPENDITURE BUDGET CHANGES								FUNDING BUDGET CHANGES					Remarks
			Up to 2023-24 (£k)	2024-25 (£k)	2025-26 (£k)	2026-27 (£k)	2027-28 (£k)	2028-29 (£k)	Later Years (£k)	TOTAL (£k)	Grants (£k)	Devel. Contr. (£k)	Other Contr. (£k)	Capital Receipts (£k)	Borrowing (£k)	
H&T	C/C. 2.006	Smarter Travel Management - Integrated Highways Management Centre	-7	-9	-16	-16	-16	-16	-	-80	-80	-	-	-	-	Rephased and balance of the pothole grant moved around between the Operating the Network lines (references C/C.2....)
H&T	C/C. 3.002	Footpaths and Pavements	-430	430	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.006	Guided Busway	-1,114	-2,747	-	-	-	-	-	-3,861	-	-	-	-	-3,861	Funding removed as original construction now completed (this line had historically been retained because final s106 funding still to be received, but that will be captured separately, removing the need for this legacy line to remain)
H&T	C/C. 3.009	Wheatsheaf Crossroads	-1,028	-4,618	5,646	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.010	St Neots Future High Street Fund	-169	-2,671	2,840	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.011	March Future High Street Fund	-820	1,052	816	-	-	-	-	1,048	-	-	1,048	-	-	Carr-forward and review of scheme cost, to match level of funding agreed.
H&T	C/C. 3.014	St Ives local improvements	-602	-201	1,243	-	-	-	-	440	150	170	120	-	-	Carry forward and rephasing. Scheme budget proposed for increase due to s106 contributions linked.
H&T	C/C. 3.015	A141 and St Ives Improvements Scheme	-1,517	-1,770	3,482	-	-	-	-	195	-5,805	-	6,000	-	-	Carry forward and rephasing. Scheme budget corrected by 195k to reflect the business case.
H&T	C/C. 3.016	A10 Ely to A14 Improvement Scheme	-337	-708	1,242	-	-	-	-	197	-3,803	-	4,000	-	-	Carry forward and rephasing. Scheme budget corrected by 197k to reflect the business case.

Committee	Scheme Ref.	Scheme Name	EXPENDITURE BUDGET CHANGES								FUNDING BUDGET CHANGES					Remarks
			Up to 2023-24 (£k)	2024-25 (£k)	2025-26 (£k)	2026-27 (£k)	2027-28 (£k)	2028-29 (£k)	Later Years (£k)	TOTAL (£k)	Grants (£k)	Devel. Contr. (£k)	Other Contr. (£k)	Capital Receipts (£k)	Borrowing (£k)	
H&T	C/C. 3.017	A14 De-trunking	-683	4,561	122	-	-	-	-4,000	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.018	Street Lighting LED	-47	-2,822	-100	2,969	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.019	Highways materials recycling	-253	-2,125	2,378	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.021	March Area Transport Study	58	-272	214	-	-	-	-	-	-3,329	-	3,329	-	-	Carry forward and rephasing
H&T	C/C. 3.023	Southern Busway Widening	91	-1,740	1,649	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 3.026	Additional highways maintenance allocation	-1,489	289	1,200	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 4.002	Waste – Household Recycling Centre (HRC) Improvements	-303	-2,143	3,022	-	-	-	-	576	-	-	-	-	576	Carry forward, re-phasing and anticipated increased cost.
EGI	C/C. 4.003	Waterbeach Waste Treatment Facilities	-1,578	-	19,916	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 4.004	Reallocation and funding of cost cap for Northstowe Phase 1	1	-834	-	-	-	-	-	-833	-	-	-	-	-833	This is a funding line, rather than spend. The funding has been allocated, removing the need for this line.
EGI	C/C. 5.013	Swaffham Prior Community Heat Scheme	-1,676	-1,530	1,803	1,403	-	-	-	-	-	-	-	-	-	Scheme costs spread across the next 3 years to reflect delayed customer connection profile.
EGI	C/C. 5.015	Babraham Smart Energy Grid	-1,635	1,824	280	-	-	-	-	469	6	-	-	-	463	Roll-forward, rephasing and increased costs
EGI	C/C. 5.019	North Angle Solar Farm	-	-816	816	-	-	-	-	-	-	-	-	-	-	Rephasing
EGI	C/C. 5.021	Decarbonisation Fund	-521	410	-177	288	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity	475	-475	-	-	-	-	-	-	-	-	-	-	-	Rephasing of budget to match earlier spend

Committee	Scheme Ref.	Scheme Name	EXPENDITURE BUDGET CHANGES								FUNDING BUDGET CHANGES					Remarks	
			Up to 2023-24 (£k)	2024-25 (£k)	2025-26 (£k)	2026-27 (£k)	2027-28 (£k)	2028-29 (£k)	Later Years (£k)	TOTAL (£k)	Grants (£k)	Devel. Contr. (£k)	Other Contr. (£k)	Capital Receipts (£k)	Borrowing (£k)		
EGI	C/C. 6.006	Investment in Connecting Cambridgeshire - Programme Delivery	400	-400	-	-	-	-	-	-	-	-	-	-	-	Rephasing of budget to match earlier spend	
H&T/ EGI	C/C. 7.001	Variation Budget	-	205	20,887	-1,646	-	-	-	-	22,328	7,720	-2,190	10,156	-	17,702	Recalculation of capital variations budget in line with this rephasing exercise.
	C/C. 5.014	St Ives Smart Energy Grid Demonstrator scheme - P&R	-383	475	54	54	-	-	-	-	200	-4	-	-	-	204	Roll-forward, rephasing and increased costs
EGI	C/C. 5.017	Stanground Closed Landfill Energy Project	-449	40	409	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
EGI	C/C. 5.020	Fordham Renewable Energy Network Demonstrator	-450	-	18	432	-	-	-	-	-	-	-	-	-	-	Carry forward and rephasing
H&T	C/C. 1.012b	Safety Schemes - Swaffham Heath Crossroads	-772	772	-	-	-	-	-	-	-	-	-	-	-	-	Roll-forward
H&T	C/C. 1.012c	Safety Schemes - Puddock Road	-601	517	284	-	-	-	-	-	200	200	-	-	-	-	Roll-forward and addition of further grant funded spend
H&T	C/C. 3.007	King's Dyke	3,348	-3,348	-	-	-	-	-	-	-	-	-	-	-	-	Budget is for cost recoupment; this line phases that recoupment back to 2024-25
EGI	N/A	CaPCAM and Electric Vehicles	-353	353	-	-	-	-	-	-	-	-	-	-	-	-	Roll-forward
H&T	N/A	Transforming Cities Fund	-829	829	-	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephase
H&T	N/A	Active Travel 4	-531	427	104	-	-	-	-	-	-	-	-	-	-	-	Carry forward and rephase
			-17,517	-34,425	28,434	3,590	90	90	-4,000	-23,738	-5,198	-3,195	4,939	-	-20,284		

Committee Agenda Plan, Appointments to Outside Bodies and Internal Advisory Groups and Panels, and Appointment of Member Champions

To: Highways and Transport Committee

Meeting Date: 23 July 2024

From: Democratic Services Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Executive Summary: To review the Committee's agenda plan, and agree appointments to Outside Bodies and Internal Advisory Groups and Panels, and the appointment of Member Champions to lead on specific subject areas.

It is important that the Council is represented on a wide range of outside bodies to enable it to provide clear leadership to the community in partnership with citizens, businesses and other organisations.

Recommendation: The Committee is recommended to:

- a) Review its agenda plan attached at Appendix 1;
- b) Agree the appointments to outside bodies, as detailed in Appendix 2;
- c) Agree the appointments to Internal Advisory Groups and Panels, as detailed in Appendix 3; and
- d) Agree the appointment of Member Champions, as detailed in Appendix 4.

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The annual review of appointments to Outside Bodies and Internal Advisory Groups and Panels, and the appointment of Member Champions enables Members to be aware of the groups which contribute to its seven ambitions.

2. Background

- 2.1 The Highways and Transport Committee reviews its agenda plan at every meeting.
- 2.2 The Council's Constitution states that the Committee has authority to nominate representatives to Outside Bodies other than the Combined Authority, Greater Cambridge Partnership, Cambridgeshire and Peterborough Fire Authority, the County Councils Network Council, and the Local Government Association.
- 2.3 Appointments to Outside Bodies and Internal Advisory Groups and Panels are agreed by the relevant Policy and Service Committee.

3. Appointments

- 3.1 The Committee is invited to review its appointments to outside bodies where appointments are required, as set out in Appendix 2 of the report.
- 3.2 The internal advisory groups and panels for review are set out in Appendix 3 to this report.
- 3.3 The appointment of Evidence-Informed Policy Member Champions is set out for review in Appendix 4.

4. Significant Implications

- 4.1 There are no significant implications within these categories: Finance; Legal; Risk; and Equality and Diversity.

5. Source documents

- 5.1 [Membership of Outside Bodies and Internal Advisory Groups and Panels](#)

Highways and Transport Policy and Service Committee Agenda Plan

Published on 15 July 2024

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
23/07/24	Active Travel 4 Extension	Nicola Young	2024/072	[11/07/24]	[15/07/24]
	Procurement of EV Charging Infrastructure	Chris Poultney	2024/049		
	March Area Transport Programme	Nicola Young	2024/071		
	Determination of Traffic Regulation Order for proposed 20mph speed limits in various roads in Huntingdon	Sonia Hansen	Not applicable		
	East West Rail Company Consultations	Chris Poultney	Not applicable		
	A1421 Traffic Management and Road Safety Options	Sonia Hansen	Not applicable		
	Finance Monitoring Report – May 2024	Sarah Heywood	Not applicable		
	Finance Monitoring Outturn Report – 2023/2024	Sarah Heywood	Not applicable		

[03/09/24]	2024/25 Local Highway Improvement Programme	Josh Rutherford	2024/081	[22/08/24]	[26/08/24]
	24/25 20mph Programme	Josh Rutherford	2024/050		
	Civil Parking Enforcement Contract	Sonia Hansen	2024/064		
	Road Safety/Vision Zero	Simon Burgin	Not applicable		
	International Road Assessment Programme	Simon Burgin	Not applicable		
	20mph Scheme Decisions	Sonia Hansen	Not applicable		
	Highways Future Operating Model	Micheal Williams	Not applicable		
	Royston to Granta Park Study	Chris Poultney	Not applicable		
	Risk Management Update	F Jordan	Not applicable		
	Highways and Transport Performance Report – Q4	Richard Springbett	Not applicable		
01/10/24	Highways and Transport Performance Report – Q1	Richard Springbett	Not applicable	19/09/24	23/09/24
	Finance Monitoring Report – August 2024	Sarah Heywood	Not applicable		
03/12/24	Residents Parking Policy Review	Nicola Gardner	2024/019	21/11/24	25/11/24
	Active Travel Hierarchy Adoption Plan	Mike Atkins	Not applicable		
	Prioritisation of Highways Maintenance Capital Programme	Mike Atkins	Not applicable		
	Risk 6 Month Update	Frank Jordan	Not applicable		
	Highways and Transport Performance Report – Q2	Richard Springbett	Not applicable		
	Finance Monitoring Report – October 2024	Sarah Heywood	Not applicable		
21/01/25	Highways and Transport Performance Report – Q3	Richard Springbett	Not applicable	09/01/25	13/01/25

04/03/25	Finance Monitoring Report – January 2025	Sarah Heywood	Not applicable	20/02/25	24/02/25
17/07/25	Highways and Transport Performance Report – Q4	Richard Springbett	Not applicable	07/07/25	10/07/25
	Finance Monitoring Report – August 2024	Sarah Heywood	Not applicable		
	Finance Monitoring Outturn Report – 2024/2025	Sarah Heywood	Not applicable		

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format

Appendix 2 - Appointments to Outside Bodies

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>A47 Alliance Steering Group</p> <p>To act as a special interest group to support the strategic case for improvements on the A47 corridor between the port at Great Yarmouth and the A1. The A47 Alliance shall support the transport authorities along the route, the New Anglia Local Enterprise Partnership (LEP) and the Greater Cambridge Greater Peterborough LEP.</p>	2	1	Councillor Simon King (C)	Other Public Body representative	Highways and Transport
<p>East-West Rail Consortium Strategic Board</p> <p>The East West Rail Consortium was formed in 1995 with the objective of promoting and securing a strategic railway connecting East Anglia with Central, Southern and Western England, including a spur to Aylesbury.</p>	To be agreed	1	Councillor L Nethsingha (LD)	Other Public Body representative	Highways and Transport

Appendix 2 - Appointments to Outside Bodies

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>England Economic Heartland Strategic Transport Leadership Board</p> <p>The Strategic Transport Leadership Board provides leadership and oversight of all aspects of England's Economic Heartland.</p>	5	1	<p>Councillor L Nethsingha (LD)</p> <p>Substitutes: Councillor P McDonald (LD) Councillor E Meschini (LD)</p>	Other Public Body representative	Highways and Transport

Appendix 2 - Appointments to Outside Bodies

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Fenland Association for Community Transport (FACT) Board</p> <p>The purpose of FACT Community Transport is to provide accessible, affordable and safe transport and support services to people who have difficulties using conventional modes of transport or are socially isolated, and work with local authorities, and other charitable, voluntary and not-for-profit organisations for the benefit of the individuals and groups in community, across the Fenland, Huntingdonshire and East Cambridgeshire areas.</p>	4	1	Councillor C Boden (C)	Member of a Management Board of a "Registered Society" under the Co-operative and Community Benefit Society Act 2014.	Highways and Transport

Appendix 2 - Appointments to Outside Bodies

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Parking and Traffic Regulations Outside London Adjudication Joint Committee (PATROL) & Bus Lane Adjudication Joint Committee (BLASJC)</p> <p>PATROL represents over 300 local authorities in England (outside London) and Wales</p>	As required	1 + substitute	<p>Councillor N Shailer (L)</p> <p>Substitute – A Beckett (LD)</p>	Other Public Body representative	Highways and Transport

Appendix 3 - Appointments to Internal Advisory Groups

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Committee to Approve
A141 and St Ives Improvements Scheme Member Working Group	As needed	3	Councillor Dew (LD) Councillor Shailer (L) Councillor Wilson (LD)	Highways and Transport
Consents Working Group To play a key role in ensuring Cambridgeshire protects its interests relating to the following risks: Service; Financial; Reputational.	As and when required	8 Four from Highways and Transport Committee and four from Environment and Green Investment Committee	Highways and Transport Councillor Beckett (LD) Councillor Prentice (L) Councillor Shailer (L) Councillor Sharp (C) Environment and Green Investment Councillor Corney (C) Councillor Dupre (LD) Councillor Ferguson (Ind) Councillor Gay (L)	Highways and Transport & Environment and Green Investment
Highways Improvement Board The primary objective of the Board is to drive improvements in the Highways and Transport Network Servicing that are aligned with the priorities of the administration.	Every 6 weeks	7	Cllr Beckett (LD) Cllr Gardener (C) Cllr Nethsingha (LD) Cllr Prentice (L) Cllr Shailer (L) Cllr Sharp (C)	Highways and Transport

Appendix 3 - Appointments to Internal Advisory Groups

<p>Highways and Improvement Panels</p> <p>Established to consider and make recommendations to the Highways and Transport Committee on the allocation of funds for locally led local highway improvements.</p>			<p>See listings below – Previous appointments listed</p>	<p>Highways and Transport</p>
<p>East Cambridgeshire LHI Panel</p>	<p>1</p>	<p>6 (subs allowed)</p>	<p>Councillor Ambrose Smith (C) Councillor Coutts (LD) Councillor Dupré (LD) Councillor Goldsack (C) Councillor Hunt (C) Councillor Sharp (C)</p>	<p>Highways and Transport</p>
<p>Fenland LHI Panel</p>	<p>1</p>	<p>6 (subs allowed)</p>	<p>Councillor Connor (C) Councillor Count (C) Councillor Gowing (C) Councillor Hay (C) Councillor Hoy (C) Councillor Tierney (C)</p>	<p>Highways and Transport</p>

Appendix 3 - Appointments to Internal Advisory Groups

Huntingdonshire LHI Panel	1	7 (subs allowed)	Councillor Bywater (C) Councillor Criswell (C) Councillor Gardener (C) Councillor Sanderson (Ind) Councillor Wilson (LD) Vacancy (Ind) Vacancy (LD)	Highways and Transport
South Cambridgeshire LHI Panel	1	6 (subs allowed)	Councillor Batchelor (LD) Councillor Hathorn (LD) Councillor Kindersley (LD) Councillor McDonald (LD) Councillor Milnes (LD) Councillor Smith (C)	Highways and Transport
Local Highways Initiative Member Working Group	Ad – hoc following completion of LHI panels referenced above	7	Councillor Beckett (LD) Councillor Dupre (LD) Councillor Gardener (C) Councillor King (C) Councillor Shailer (L) Councillor Sharp (C) Councillor Taylor (Ind)	Highways and Transport
March Area Transport Study Steering Group To assist in the review and development of schemes identified by the March Area Transport Study.		3	Councillor Count (C) Councillor French (C) Councillor Gowing (C) Substitute – Councillor Connor (C)	Highways and Transport

Appendix 3 - Appointments to Internal Advisory Groups

<p>Royston to Granta Park Group (RtGP MEG)</p> <p>To assist in the review and development of schemes identified by the Royston to Granta Park Strategic Transport and Growth Study.</p>	<p>3</p>	<p>3</p>	<p>Councillor Batchelor (LD) Councillor McDonald (LD) Councillor Milnes (LD)</p> <p>Substitutes:</p> <p>Councillor M King (LD) Councillor Van de Ven (LD)</p>	<p>Highways and Transport</p>
<p>St Ives Local Improvements Schemes</p>	<p>TBC</p>	<p>TBC</p>	<p>Councillor Fuller (Ind) Councillor Reynolds (C) Councillor Shailer (L)</p>	<p>Highways and Transport</p>
<p>Twenty MPH Member Working Group</p> <p>Established to review the current scoring criteria being proposed [for 20mph zones] and to consider the minimum level of funding required from third parties when making a 20mph application.</p>	<p>Every 4 to 6 weeks</p>	<p>7</p>	<p>Councillor Beckett (LD) Councillor Criswell (C) Councillor Dew (LD) Councillor Dupré (LD) Councillor Gardener (C) Councillor Howell (C) Councillor Shailer (L)</p>	<p>Highways and Transport</p>

Appendix 4 – Member Champions

Non-motorised user – Councillors Neil Shailer and Mandy Smith

[appointed by Highways and Transport Committee]

Responsible for promoting the interests of cycling across all aspects of the Council's work, linking in with the health and well-being responsibilities of the authority.

Transport and Health – Councillor Neil Shailer

[appointed by Highways and Transport Committee]

Responsible for promoting joined up working on transport issues between the Environment and Green Investment Committee, Highways and Transport Committee, the Adults and Health Committee, and Public Health.

