

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 07 September 2021

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

**Burgess Hall, One Leisure St Ives, Westwood Road, St
Ives, PE27 6WU
[Venue Address]**

AGENDA

Open to Public and Press by appointment only

CONSTITUTIONAL MATTERS

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

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

- 2. Minutes - 27 July 2021 and Action Log** **5 - 28**
- 2. Petitions and Public Questions**

KEY DECISIONS

- 4. Integrated Transport Block Strategy Aims Funding Allocation** **29 - 50**

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The Highways and Transport Committee comprises the following members:

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

COVID-19

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

McGuire Councillor Brian Milnes Councillor Edna Murphy Councillor Neil Shailer
Councillor Alan Sharp and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
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Highways and Transport Committee: Minutes

Date: 27 July 2021

Time: 2.00pm to 6.45pm

Present: Councillors Alex Beckett, Gerri Bird (Vice Chair), Piers Coutts, Doug Dew, Lorna Dupré, Ryan Fuller, Derek Giles, Simon King, Mac McGuire, Brian Milnes, Edna Murphy, Neil Shailer, Alan Sharp, and Mandy Smith

Venue: The Corn Exchange, Cambridge

14. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors French, Howell (Councillor McGuire substituting), and McDonald.

It was proposed by Councillor Murphy, and seconded by Councillor Milnes, that the standing order (Section 23 - Appointments to Committees, Part 4.4 – Committee and Sub-Committee Meetings, Part 4 Rules of Procedure) be suspended to enable Councillor Dupré to act as the substitute for Councillor McDonald. It was noted that Councillor McDonald had been required to self-isolate following notification that he had been exposed to COVID-19 by the NHS Test and Trace app, while Councillor Nethsingha, who was originally attending as his substitute, had also been required to self-isolate, following a similar notification from the app.

One Member expressed concern over the proposal to suspend standing orders in such a manner, drawing attention to the fact that Councillors did not have individual nominated substitutes and that the Liberal Democrat group was able to seek a substitute from a pool of five substitutes.

On being put to the vote, the motion was carried by majority and Councillor Dupré joined the Committee.

There were no declarations of interest.

15. Minutes – 22nd June 2021

The minutes of the meeting held on 22nd June 2021 were agreed as a correct record and signed by the Vice-Chair.

16. Highways and Transport Committee Action Log

While observing that some of the actions were from a few years ago, and requesting that they be either completed or updated, the Committee noted its Action Log.

17. Petitions and Public Questions

The Committee was informed that two petitions and two public questions had been received, while a significant number of requests to speak on specific items had also been received and would be heard at the beginning of the respective agenda items.

The Vice-Chair invited Professor Carola-Bibiane Schönlieb to present her question to the Committee. Highlighting that reducing the default 30mph speed limit to 20mph reduced road casualties by an average of 20%, reduced pollution and noise levels, while also increasing levels of active travel, Professor Schönlieb informed the Committee that the practice was supported by the United Nations, the World Health Organisation and Public Health England. Noting that there had been 648 road casualties in Cambridgeshire on 30mph roads in 2019, she argued that investing £2m to implement a 20mph default speed limit across Cambridgeshire could therefore prevent over 100 deaths per year, thus saving the Council £6.4m per year. She asked the Committee when it would set a policy to normalise 20mph as the default speed limit in Cambridgeshire and budget for its implementation.

The Vice-Chair informed Professor Schönlieb that she would receive a written response from the Council within ten working days of the meeting. **Action Required.**

A petition with 122 signatories was read out by the clerk on behalf of Mr Jonathan Cooke relating to the recent installation of a vehicle length restriction sign on Cage Hill in Swaffham Prior. Noting that the sign had been installed on private land in a village conservation area without any prior consultation with the local community, Mr Cooke called for the sign to be removed and reinstalled in an alternative location following a full consultation with Swaffham Prior Parish Council, the East Cambridgeshire District Council Conservation Officer and other relevant stakeholders.

The Vice-Chair advised that a written response from the Council would be sent to the petition organiser and signatories within ten working days of the meeting. **Action Required.**

The Vice-Chair invited Mr Robert Day to present a petition with 1,246 signatories relating to the decision of the Council to close the car park at Skaters Meadow in Cambridge. Noting that the area was one of the few places in Cambridge that was accessible for open swimming, he argued that the closure of the car park would disproportionality affect more vulnerable residents and would impact on those living in the more deprived areas of the city that were not able to walk and was therefore contrary to the Council's Strategic Framework that promoted healthy active lifestyles. He also highlighted the issue of consent by the landowners and access to their private land. Mr Day urged the Committee to reflect on the Council's priorities and provide green open spaces that were available for everyone to enjoy.

Councillor Beckett read a statement from Councillor Nethsingha in response to the petition in which she acknowledged the concern of the petitioners and sought to provide assurance that, contrary to limiting access, the aim was to ensure the maintenance of safe access and to protect the environment. Councillor Nethsingha asked Mr Day whether he accepted that some level of change in the management of the area was

required. In response, Mr Day argued that the question was in the landowner's intent and was not within the Council's remit.

The Vice-Chair thanked Mr Day and advised that a written response would be sent within ten working days of the meeting. **Action Required.**

The clerk read a question from Mr Andrew Whitaker relating to Skaters Meadow. Highlighting the number of people that walked the meadow, together with the issues presented by commuters, campervans and local residents that sought to avoid parking charges elsewhere, Mr Whitaker drew attention to the environmental damage caused by drivers seeking to park their vehicles. He asked the Committee whether it supported low carbon transport and initiatives that reduced the impact on the natural environment, and whether it would uphold the law on Public Rights of Way across Cambridgeshire, so that Skaters Meadow Footpath could be safely used by walkers and cyclists, while being protected from environmental damage caused by motor vehicles.

The Vice-Chair advised that a written response would be sent to Mr Whitaker within ten working days of the meeting. **Action Required.**

18. A1123 and A1421 Reclassification to 'B' Road Status

Members considered a report that followed a motion passed by full Council on 15th December 2020, which provided the Committee with an analysis of the proposal to reclassify the A1123 and the A1421 to 'B' road status. Attention was drawn to the resultant loss of income that would result for Cambridgeshire and Peterborough City Council were the road to be reclassified, and it was argued that it would have little impact on the level of road usage by Heavy Goods Vehicles (HGVs), given their mainly local movements. Instead, it was suggested that the Committee could consider alternative options for traffic calming.

The Vice-Chair invited Mrs Wendy Oldfield to address the Committee. Highlighting the detrimental effects of historic problems of traffic levels and speeding on the road, Mrs Oldfield drew attention to the insufficient width of the road, which was exacerbated by the high levels of HGVs. Noting the dangerous levels of greenhouse gas emissions and noise suffered by residents of Earith, she asked the Committee to reject the proposal.

The Vice-Chair thanked Mrs Oldfield and advised that a written response would be sent within ten working days of the meeting. **Action Required.**

Councillor Bill Hunt, the East Cambridgeshire District councillor for the Stretham ward, was invited to address the Committee. Noting that no objections to the proposal had been received from the local community during extensive consultation or during the Council meeting in December 2020, Councillor Hunt drew attention to nearby major A roads that avoided inhabited areas and argued that the A1123 and A1421 were designed for B road purposes. He highlighted the negative affects on local residents and their call to reclassify the roads in order to facilitate Local Highway Improvement schemes, and encouraged the Committee to listen to the voice of the local community.

The Vice-Chair thanked Councillor Hunt and advised that a written response would be sent within ten working days of the meeting. **Action Required.**

The clerk read out a written statement from Councillor Dan Schumann, County Councillor for Soham South and Haddenham. Drawing attention to the high levels of traffic endured by local communities, Councillor Schumann argued that the recommendation did not take consideration of the opinions of affected communities. Noting that every parish within his division supported the declassification as the most effective means of dealing with longstanding issues, he emphasised that full Council had also supported it in December 2020, and argued that it would therefore be undemocratic to reject the declassification.

The clerk read out a written statement from Councillor Steve Criswell, County Councillor for Somersham and Earith. Noting the narrow footpath and large number of old properties in Earith that were affected by the noise, vibration, air pollution and volume of traffic on the A1123, he argued that local HGVs did not need to traverse the whole area, and suggested allocating funding to environmental improvements in the most affected villages.

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

- acknowledged that full Council had supported the declassification in December 2020 without any opposition.
- argued that reclassification of the roads would not necessarily reduce traffic volumes, and that alternative mitigations would be more effective, although it was suggested that satellite navigation devices used by HGVs indicated the A road as the best route and that reclassification would therefore direct traffic to alternative, more suitable routes. It was argued that it was inconsistent that a 5% reduction in traffic identified during the redevelopment of the A14 had been considered significant, whereas a 20% reduction in traffic resulting from the proposal to reclassify the A1123 and A1421 was considered insignificant. It was also noted that a high proportion of the diverted traffic would be HGVs, which represented the most concerning aspect of current traffic levels along the roads.
- expressed concern regarding the cost to the Council in terms of lost funding from the Department for Transport, although it was argued by one Member that such losses would not be significant when considered alongside the overall highways budget, while alternative measures would represent a larger cost. It was also argued by one Member that the loss of funding for Peterborough City Council should not be taken into consideration, as the roads were in Cambridgeshire.
- recognised the views expressed by local residents, local Members and the public speakers, and argued that a rejection of the declassification would have a detrimental effect on people's lives.
- argued that a rejection of the reclassification would contradict the environmental commitments of the Council.
- highlighted the positive, proactive impact that would result from reclassification, and argued that the Council should be more 'can-do' and proactive.

- recognised the need for traffic calming measures in local communities along the A roads, although it was suggested that previous attempts to install traffic calming measures had been rejected on the basis that they were A roads. It was clarified by the Traffic Manager that regulations permitted local authorities to install measures where speed limits were 30mph or less, regardless of the classification of the road. However, there were other considerations that had to be taken into account before any installation could take place.
- argued that although the level of HGV and other traffic movements on the routes was of great concern, the road could not be treated in isolation, and that it was not a solution to simply move traffic onto other roads.
- observed that while problems existed on some stretches of the A roads, other parts of them were included in the County's strategic freight routes.

The following amendment to the recommendations was proposed by Councillor McGuire and seconded by Councillor Smith (addition in bold, removal in strikethrough):

- a) Note the requirement for a decision on this matter to be taken by Committee, for the reasons set out in the report;
- b) ~~On the balance of the technical analysis contained in this report not to progress~~ **Progress** the proposal to declassify the A1123 and A1421 from A road to B road status. ~~at this time but to carry out further consultation, analysis and discussion with communities; and~~
- c) ~~Request officers investigate potential options for traffic calming and speed reduction measures on these roads and possible sources of funding.~~

The proposed amendment was rejected as it negated the original recommendation.

It was resolved by majority to:

- a) Note the requirement for a decision on this matter to be taken by Committee, for the reasons set out in the report;
- b) On the balance of the technical analysis contained in this report not to progress the proposal to declassify the A1123 and A1421 from A road to B road status at this time but to carry out further consultation, analysis and discussion with communities; and
- b) Request officers investigate potential options for traffic calming and speed reduction measures on these roads and possible sources of funding.

19. Active Travel Fund: Mill Road Bus Gate Experimental Traffic Order

The Vice-Chair read a statement explaining that the Chair could not be present at the meeting and drawing attention to the significant amount of work he had done on this issue. She explained that like many Members she had engaged in debates on traffic management issues in the past. She provided the Committee with the details of her involvement with regard to the scheme and a petition related to it. The Council's Monitoring Officer had been consulted and had confirmed that she would be able to chair the meeting based on her assurance that she had an open mind and would listen to all views and consider all available options before the Committee. The Vice-Chair emphasised that she would chair this item impartially and that she was willing to consider all the available options; she hoped other Members would do the same.

The Committee received a report containing representations received during the statutory six-month objection period to the Mill Road Bus Gate Experimental Traffic Order (ETO) and the responses submitted as part of the additional non-statutory six-week public consultation on the bus gate and associated measures, in order to consider traffic management options for the future of Mill Road. It was noted that the Active Travel Fund had been introduced by the Government at the start of the Covid-19 pandemic to ensure social distancing was maintained on the transport network and to address concerns that congestion would increase if alternatives to the car were not provided. Due to the particularly short time in which schemes were required to be implemented, an Experimental Traffic Regulation Order (ETRO) was chosen for the implementation of the scheme, which came into effect on 24th June 2020.

Subsequently, a statutory 6-month consultation was undertaken, as well as a non-statutory 6-week public survey, both of which received a significant level of response. The fact that temporary restrictions resulting from the pandemic were in force for longer than anticipated meant the quality of data collected was impacted due to traffic in Cambridge currently still remaining at around 70% of normal pre-pandemic levels. It was therefore not yet possible to provide a full and detailed analysis of the impacts of the scheme. Attention was drawn to the negative and positive issues raised by respondents that were detailed in section 2 of the report. It was also noted that the Greater Cambridge Partnership (GCP) was undertaking a significant amount of work on access to Cambridge and the future use of the transport within and around the city, along with the Cambridgeshire and Peterborough Combined Authority.

Mr Chris Smith was invited to address the Committee. Drawing attention to the large number of elderly and disabled residents in the area affected by the Mill Road bridge closure, Mr Smith argued that it had exacerbated the impacts of the pandemic and consequent restrictions. He observed that the closure had divided the local community at a time when it most needed to come together and asked whether the Council had logged complaints in the period between June and December 2020 about the impacts of the ETRO on the elderly and disabled, and whether it had acted upon those complaints to amend the scheme. The Head of Transport and Infrastructure (Policy and Funding) noted that responses to such issues were included in the consultation report attached as Appendix 3 to the report.

Mr Pierro D'Angelico was invited to address the Committee on behalf of the Mill Road Traders' Association. Highlighting that the association represented 164 business, he informed the Committee that 87.6% of the business had indicated they were suffering as a result of the bridge closure, with only 3.9% suggesting that they had benefitted, and the remaining 8.5% noting no direct impact. 19 shops had closed over six months, while a further 11 were up for sale. Noting that the original purpose of the 6-month closure was to enable social distancing, he argued that the expiration of that period and the lifting of such restrictions meant that there was no reason for the bridge to remain closed and called on the Committee to reopen it.

Mr Abdul Arain was invited to address the Committee. He explained that Mill Road was a unique, diverse, vibrant, ethnically mixed mile long stretch of road. It was a community of one family which included residents as well as traders. He highlighted the national reputation of Mill Road. As a Muslim he drew attention to the importance to him and others of the local mosque. He explained that the closure of Mill Road bridge put worshippers, particularly the disabled and the elderly, who lived on the other side of the bridge to the mosque at a particular disadvantage. He reminded the Committee that not all disability was visible. He also drew attention to the significant number of businesses who were suffering financially and for some businesses it was just a matter of survival. He therefore called on any transport solutions for Cambridge to be carried out holistically as a whole across the city.

The clerk read a statement from Mr Andrew Smith who was representing the businesses of Urban Larder and Garden Kitchen. Although trading was extremely difficult at the moment neither business had contributed this to the closure of the bridge. Mr Smith was of the view that the closure had the potential to improve the physical environment and Mill Road's appeal generally. The reduction in vehicles did not necessarily mean a reduction in pedestrians. It was noted that the reduction in car use had made for a pleasanter environment. The current closure was a bit of a blunt instrument and looked poor as it had not protected the safety of cyclists, offered nothing to those dependent on access and had led to an abuse of on street parking on both sides of the road. If the closure was to remain, there should be an effective consultation to work towards an improved final solution.

Ms Anna Williams, Camcycle, was invited to address the Committee. She expressed her strong support for the Mill Road Bus Gate Scheme as a way of improving journeys for those travelling by foot, on cycle, using mobility aids and in buses/dial-a-ride vehicles. The majority of correspondents to the consultation had responded positively to the impact of the overall scheme on walking and cycling, safety, air quality and noise. However, she acknowledged that Camcycle would like to see improvements to accessibility and the build outs and improved consultation. She believed that there was overwhelming community support for maintaining less traffic and a pleasant environment on Mill Road; although many of these voices might be quieter than those with opposing views. She disagreed with the reference in the report that the scheme had not impacted significantly on the Council's priority relating to children. She drew attention to the Council's pledge to put Climate Change and health at the heart of its work by highlighting the number of children and families who now found Mill Road a safe place to shop, visit and travel to school. In conclusion, she highlighted Camcycle's response to the consultation to improve the situation on Mill Road.

Ms Sheila Gresham, Cambs Antiques Centre, was invited to address the Committee. She highlighted the impact of the closure of the bridge on her business. Whilst it was difficult to accurately measure the impact of this closure due to Covid, the closure of the bridge for maintenance in 2019 had impacted on her business by a third. She drew attention to the disruption and pollution being created on neighbouring roads as a result of the closure. She was of the view that people who wanted to keep the bridge closed did not appreciate the impact on small shops. She highlighted the fact that a study had shown the air quality improving on Mill Road before it was shut in 2019. She was particularly concerned that the buildouts had made it even more dangerous for cyclists.

Ms Liz Walter, Mill Road for People, was invited to address the Committee. Mill Road for People was an organisation involving residents and traders who sought to find a compromise solution to make significant changes to the current situation, which worked for everyone. She highlighted eight key goals for a thriving, successful and sustainable street. The organisation had received positive feedback particularly at its street stalls where it had talked to hundreds of people. She was convinced that the large majority of residents and a significant number of traders favoured the organisation's ideas. She focussed on three robustly evidenced facts as follows: since the Order was introduced 14 new businesses had opened on Mill Road; pollution levels on Mill Road had regularly exceeded WHO guidelines before the Order was implemented; and a study on traffic levels during the 2019 closure had found no significant increase in traffic levels on Hills Road or Coldham's Lane and only a 10% increase in Cherry Hinton Road, and at the same time cycle journeys had risen considerably.

Mr Daniel Fulton was invited to address the Committee. He explained that businesses in Mill Road had experienced a 60% reduction in business, which was an objective and verifiable fact from local businesses. In his view, the report did not make it clear that the current ETRO was unlawful as there had been no appropriate public sector equality duty investigation when the decision was made originally. In addition Regulation 17 2a 1 of the Local Authority Traffic Regulation Orders 1996 required specific notices to be published by the Council which had not happened. He was therefore of the view that the current ETRO could not lawfully be made permanent, and he urged the Council to seek legal advice before proceeding. In response, Members were informed that the Council had taken legal advice throughout the process and was mindful of the points which had been made. The Council was content that the Order was lawful.

City Councillor Richard Robertson, Local Member for Petersfield, was invited to address the Committee. He explained that throughout the closure of the bridge, Petersfield residents had continued to suffer from traffic using Mill Road as a through route. Half of Mill Road west of the railway was used to access the station and to 'rat run' through to Hills Road. The volume of traffic using this route had grown during the closure. He stressed the importance of a comprehensive collection of data. He drew attention to the buildouts on Mill Road which needed to be replaced by measures to reduce the speed of traffic. The pavement on the north side of Mill Road in Petersfield needed to be widened. Better crossing points were needed and measures to prevent cars parking on the pavement. He was disappointed that no attempt had been made to collect data during the closure relating to pollution levels. He acknowledged that it was important to respect the views of both sides. He was of the view that the closure had impacted on

other roads so what was needed therefore was a strategy for the whole city, which reinforced the importance of recommendation d) in the report.

City Councillor Jocelynn Scutt, Local Member for West Chesterton, was invited to address the Committee. She explained that the closure of Mill Road had wide considerations across the city. She highlighted the breakdown in local community relations due to the paucity of the public consultation when the project was embarked on and the failure in the consultation since. She urged the Council to consider Cambridge as one city when it carried out consultations in the future. She was disappointed that the Mill Road consultation had not involved taxi drivers, people with a disability who held blue badges, and elderly people and their carers.

City Councillor Dave Baigent, Local Member for Romsey, was invited to address the Committee. He urged Members to take the moral high ground. The purpose of the Mill Road closure had been to reduce the spread of Covid. It had been a brave decision taken in uncertain times to do the right thing. He queried whether the decision should be an economic or political one or if the Council should hold on to the positive outcomes from the original decision and therefore it should be a moral decision above party politics. He highlighted the experience of a thirteen year old cyclist, which focussed particularly on climate change and safety. Mill Road bridge closure had steered 12,000 cars away from this street. He acknowledged that some traffic had gone elsewhere but 50% had disappeared. In the local election Councillor Baigent had stood on a pledge to keep Mill Road restricted and had topped the poll. The candidate who had pledged to open the road had come last.

Councillor Richard Howitt, Local Member for Petersfield, was invited to address the Committee. He acknowledged that there was a strong body of opinion both for and against bridge closure within Petersfield. There were many people who wanted less traffic but did not want the character of Mill Road from a trading perspective to change. He reminded the Committee that the ETRO had been a scheme to address Covid and the report made no case to continue the closure of this basis. Petersfield residents wanted better traffic management but not at the expense of their neighbours. There had been increases in traffic in East Road, Cherry Hinton Road and Coldham's Lane. He drew attention to the increase in carbon emissions resulting from the extra length of journeys. He stressed the importance of taking into account the claims made by traders in their survey, which was supported by 168 businesses. He therefore believed that the case was not proven to continue with the bridge closure. Any future closures should be considered as part of the City Access for Cambridge as a whole using the holistic approach set out in the report.

Councillor Shailer moved an amendment, seconded by Councillor Beckett, to delete recommendation b) and replace with the following:

- b1) To maintain the Mill Road bus gate experimental traffic order as temporary, with a view to make it permanent, and then initiate a full and fair consideration from a further period for public consultation and objection including full consultation on options for exemptions as outlined in paragraphs 2.23-2.27 of the report. Implement immediate resolution of taxi and disability access issues and make a final decision on which of the remaining 8 options would become permanent once the consultation was complete.

or

- b2) To remove the restriction and undertake a full review and consultation on the options and use of Mill Road to include possible exemptions, outlined in paragraphs 2.23-2.27 of the report, to include positive measures to counter the adverse economic impacts and in the light of further work to manage city access adopting the holistic approach outlined in the report.

In moving his amendment, Councillor Shailer reported that it was great to see so many people from Mill Road. The people who lived and worked on Mill Road were like a family and would still be friends long after this meeting. He explained that the amended options both had full consultations. The difference was that b2) brought the traffic back whilst the consultation was running. The consultation would provide more options which would give more help to traders. He drew attention to the real benefit of b1), which would provide the first disabled bus gate access in the city. Disabled car users would have help moving around the city and it would also help those disabled users who were on buses, mobility scooters and those with respiratory problems. Along with the removal of the buildouts, it would be possible to deal with the most disliked aspects of the emergency measures installed on Mill Road last year.

The Team Leader, Highways Infrastructure Projects and Major Infrastructure Delivery, explained that it was unlikely that a consultation could be completed, and a new Order introduced before the expiry of the current ETRO. There was therefore a significant risk that the current ETRO would expire before a modification could be introduced. It was also not clear what might be implemented as an immediate resolution of taxi and disability access issues. These would have to be introduced as a permanent Traffic Regulation Order and would need to follow consultation and advertisement, which again took time. He drew attention to the report which detailed the technological difficulties of a general exemption for disabled drivers, which could possibly render the restriction unenforceable.

While discussing the amendment, individual Members:

- confirmed that all Conservative Group members had a free vote on this issue.
- paid tribute to all the speakers for making their points in a logical and considerate way.
- expressed concern that it would be difficult to monitor blue badge holders as it was the person not the car who held the badge. It was also suggested that exemptions should be made for totally propelled electric vehicles.
- questioned that the time constraints outlined by the Team Leader effectively meant that the ETRO would lapse while the other work was going on, which would enable the Council to examine properly how it went forward. He suggested that this could include a facial recognition system for blue badge holders.
- highlighted that the purpose of the amendment was to allow the bridge to remain closed by addressing the concerns of taxi drivers and disabled users immediately. It was noted that there were a couple of committee meetings before the expiry date

which would enable the Committee to examine how taxi driver and disabled access was working. It was felt that opening the road up immediately would send the wrong message and would prevent the Council from undertaking a correct consultation, which identified all of these issues. There was currently a white list for taxi drivers in the City so the same could be compiled for blue badge holders if they identified a car. Another Member expressed concern that the decision was effectively being pre-determined as the current debate was about the amendment proposing either continued closure or reopening.

- suggested that this was a sensible amendment, which reflected the need to address environmental issues around Mill Road but also disability issues.
- expressed concern that b1) of the amendment was pre-determining the decision as it contained the words “with a view to make it permanent”.

Before the vote on the amendment, the Interim Director of Highways and Transport reminded the Committee that the amendment carried some risks, but Members were at liberty to accept the risks if they so wished. He invited the Team Leader, Highways Infrastructure Projects and Major Infrastructure Delivery to remind Members again of the risks. In addition to his previous points, he reported that the technology was not available at the moment to pinpoint a blue badge on a windscreen; officers were looking into these options. However, at the moment anyone wishing to access the bridge could claim they were going to carry a disabled driver.

In response, one Member queried whether a driver could be asked to prove they were carrying a blue badge holder if they received a penalty ticket. In response, it was a possibility that any driver driving over the bridge could appeal the penalty notice, but the onus was then on the driver to prove they had a disabled person on board. However, operationally it would be an extremely difficult situation to manage. Another Member reported that it was unlikely there would be a watertight solution from day one so the Council would have to live with some abuses to the system until other measures could be implemented to bring in a system which would work for most people.

On being put the vote, the amendment was carried by a majority.

While discussing the substantive motion, individual Members:

- acknowledged the impassioned comments for and against the closure. It was noted that some Councillors had been unable to vote for the amendment because of the issue of pre-determination in relation to b1). There was a need to have a full and open consultation without pre-determining the final outcome. The primary aim of the Council must be to enable people to get around efficiently and safely, but health was obviously equally important. However, the closure also impacted on other roads in the area such as Tenison Road. It was proposed that any further consultation should consider the implications of the work of the GCP in relation to the eastern access. It was not clear how the Council could achieve a meaningful consultation if it carried on with the ETRO.
- highlighted the need for any final decision to actually work for people and pull both sides together. It was acknowledged that even the local Councillors on the

Committee and those which had spoken were not necessarily of the same mind. It was therefore incumbent on the Committee to make a decision which was deliverable. There was concern that given the advice provided by the officers, recommendation b1) was high risk and possibly undeliverable. It was therefore important to deliver any scheme properly and not to pre-determine any decision.

- reminded the Committee that the ETRO had been introduced for Covid safety reasons. However, it was important to note that COVID was not over yet and it would be premature to remove the restrictions. It was felt that recommendation b1) gave an opportunity to see what had and had not worked.
- highlighted how difficult it was to drive down a road with so many different other road users. It was felt that the volume of vehicle traffic was inappropriate for such a road. It was acknowledged that there needed to be exemptions and the arguments had been well made by the public speakers. Recommendation b1) committed the Council to a full public consultation where the issues of access could be discussed as well as exploring all the options to identify the best fit.
- welcomed the local engagement on this issue but expressed disappointment that the debate had become so bitter. It was therefore hoped that the amendment would result in some consensus. Whilst welcoming the consultation, there was some frustration around the amount of quantitative data within it, which made it difficult to reach a final decision. All people appeared to agree that the consultation had been flawed and it was therefore important that the Council had the chance to look at this again. It was acknowledged that the current bridge closure had some issues such as the buildouts, which were not ideal. The Council would need to consider other mitigations to make the road safer, and actions to help traders such as shuttle buses connecting the Beehive Centre. It was acknowledged that the closure had made traffic worse for other roads, but it was important to remember that the traffic on these roads had been bad to start with. In supporting recommendation b1) it was important that the Council helped the other roads such as Coldham's Lane, Cherry Hinton Road and East Road.
- highlighted the need to help traders in Mill Road which would be part of the consultation. The Council wanted people to shop locally and use active transport. A lack of planning had forced cars into streets which were never designed for them. Mill Road was narrow with high pollution levels. Thousands of people on foot, bikes and mobility scooters were right next to the traffic and exposed to all the dangers that came with it. The Joint Administration agreement included a commitment to a modal shift in transport working together with the GCP and the Combined Authority, as well as a greener and fairer Cambridge. The Joint Administration wanted to prioritise shoppers over cars in Mill Road. City Access at the moment proposed a holistic approach.
- queried why some people were trying to make this a partisan issue as it was really an issue of conscience. It was noted that Councillor Howitt was one of the authors of the Joint Administration agreement, as quoted by a previous Councillor. All of the Committee had received an e-mail before the meeting from the Chair of the Committee who could not be present stating a proposal to amend the recommendation. He had also asked the Committee to support recommendation

b1), which was effectively pre-determining the decision. For the A1123 and A1421 Reclassification to 'B' Road Status, the Committee had been told by the Joint Administration that it was not possible to deal with roads in isolation, but this did not appear to be the case in relation to Mill Road.

It was resolved by a majority using the Vice-Chair's casting vote to:

- a) Consider both the responses to the informal public consultation and formal objections to the Experimental Traffic Order;
- b) Remove the restriction and undertake a full review and consultation on the options and use of Mill Road to include possible exemptions, outlined in paragraphs 2.23-2.27 of the report, to include positive measures to counter the adverse economic impacts and in the light of further work to manage city access adopting the holistic approach as outlined in the report;
- c) Remove the temporary build-outs from Mill Road as detailed in paragraphs 2.10-2.13 of the report; and
- d) Instruct officers to consider funding opportunities to carry out further consultation and development of a plan to address issues in Mill Road.

20. A14 Local Network Issues

The Committee received a report which provided an update on local issues associated with the A14 Huntingdon to Cambridge scheme being delivered by Highways England (HE) and discussion on progress on their resolution with an HE representative. It also sought approval of proposed changes to the access control barriers on the two bridges at Bar Hill and Swavesey. It was noted that the project design had been carried out before the recently published LTN 1/20 guidance from the Government and that the County Council was working with HE to improve safe access as a result. It was emphasised that lessons learned from the project would be taken into consideration with the development of other future projects. The HE A14 Project Director informed the Committee that HE carried out Post Opening Project Evaluations (POPEs) of schemes a year after their completion in order to assess whether they had achieved the expected traffic, economic and environmental benefits. Due to reduced traffic levels as a result of Covid-19, it had been decided to carry out the review in March 2022, once traffic levels had returned to pre-pandemic levels.

The Vice-Chair invited Anna Williams to address the Committee on behalf of Camcycle. Welcoming the report's recommendation to remove exclusionary barriers and replace them with safe bollard arrangements, Ms Williams expressed concern that resolving the matter had overshadowed further issues with the A14 project. She argued that crossing facilities were dangerous at roundabouts on junctions, as it could take pedestrians up to 15 seconds to cross carriageways on which vehicles were travelling at up to 60mph. Ms Williams suggested that such situations could have been averted by simple design changes and highlighted the importance of ensuring that similar situations did not arise with future projects, such as the A428.

Councillor Ian Gardener, the County Councillor for the Alconbury and Kimbolton division, was invited to address the Committee. Drawing attention to severe damage suffered by multiple roads in the local area during the construction phase of the A14 project, including potholes, damaged verges and collapsed road edges, Councillor Gardener highlighted that many vehicles, including HGVs, did not use official diversion routes, instead following unsuitable routes suggested by satellite navigation devices. He argued that insufficient signage had been installed by Highways England and that local properties had experienced damage as a result, while littering was a constant problem and stones were thrown up by vehicles. He drew particular attention to such issues on the B1043 and called for Highways England to repair local roads and remove HGVs from unsuitable roads through additional signage and weight limits.

The Vice-Chair invited David Stoughton to address the Committee on behalf of Living Streets Cambridge. Mr Stoughton informed the Committee that, as part of the Cut the Clutter campaign run nationally by Living Streets, over 80 sites in Cambridge had been identified where pavements were sufficiently blocked by obstacles, such as traffic signs, lampposts, street furniture and pavement parking, to make them unpassable for wheelchair users, parents with buggies and visually impaired pedestrians, and sometimes even all pedestrians. Noting that some of the obstacles were the responsibility of the Council, he asked whether the Committee would prioritise their removal or repositioning as a matter of urgency to allow free movement and promote active travel, and also asked whether the Committee would agree to issue a schedule of repairs and improvements to footways following their inspection.

Councillor Tom Sanderson, the County Councillor for the Huntingdon West division, was invited to address the Committee. Councillor Sanderson expressed concern about signage on the A1307 encouraging HGVs to use the Pathfinder link road and Huntingdon ring road, which was causing significant damage to the roadway and disruption for residents. Acknowledging that work was still ongoing, he called on HE to meet with residents to find a solution to the problem.

While discussing the report, Members:

- Welcomed the completion of the A14 project and acknowledged that teething problems were inevitable and should be resolved as soon as possible.
- Expressed concern about HGVs using inappropriate roads and access routes.
- Queried why 40mph restrictions remained in place on certain stretches of the A1307, noting that the road was experiencing very low levels of traffic. Officers confirmed that the speed restrictions were temporary, and that final discussions were still ongoing between HE and the Council about signage, and the Assistant Director for Infrastructure and Growth undertook to investigate the issue and report back to Members. **Action required**
- Emphasised the need for repairs to be carried out in villages affected by diverted traffic during the construction phase, and suggested that more pro-active mitigation measures should be planned for future projects. It was confirmed that discussions were ongoing with the Department for Transport and HE about additional funding in the region of £4m to £5m from outside the A14 project budget that could be secured

for necessary repairs to the local road network, and also that work was being undertaken to ensure that future projects did not cause similar problems, through better signage and engagement with satellite navigation companies. It was noted that the affected roads did not have weight restrictions and therefore the Council was unable to enforce a restriction on their usage by HGVs, although HE was investigating the effectiveness of weight limits to discourage their usage in the future.

- Expressed frustration that previous unanimous calls from the Committee for weight restrictions to be placed on roads that were unsuitable for HGVs had not been acted upon. It was acknowledged that enforcement would be difficult, but Members argued that such restrictions would nonetheless have led to less damage. The Assistant Director for Infrastructure and Growth recognised the frustrations and reassured Members that the issue was being considered at the highest level with the intention to find the most effective solution for future projects, and that the Council was not against the implementation of weight restrictions. Nonetheless, Members reiterated a request for temporary weight restrictions to be implemented, regardless of their considered effectiveness.
- Suggested that the installation of arrows on the A1307 indicating two-way traffic would improve safety. The Assistant Director for Infrastructure and Growth acknowledged that there was a risk of drivers thinking that it was a dual carriageway and undertook to review how such measures could be implemented. **Action required**
- Highlighted the need for a safe crossing from Conington to Fen Drayton over the A1307 and queried how it could be included for major project infrastructure delivery. The Committee was informed that a Stage 3 Road Safety Audit recently carried out by HE to assess the risk of not having a formal crossing point had concluded that warning signage should be introduced along the A1307. The Council had not agreed with the conclusion and it was confirmed that it would be reviewed as part of the trunking process.
- Emphasised the need to adopt the LTN 1/20 guidance on the A428 project, as well as greater attention to improving biodiversity. It was acknowledged that the LTN 1/20 was guidance and not a requirement, although the HE Project Director assured Members that the project would reach the highest standard that it was possible to achieve. He also noted the A428 project was still in its design stage and confirmed there was scope to improve the biodiversity net gain.
- Expressed concern that a delay to the POPE would result in a significant delay to dealing with unintended consequences of the project and queried whether it could be undertaken before March 2022. The HE A14 Project Director noted that another reason for the delay was to allow the works in Huntingdon to be completed and for the scheme to be fully open, which would be early 2022. Members expressed concern that HE would be less willing to undertake measures so long after completion of the project, but the Assistant Director for Infrastructure and Growth assured Members that there was a legal agreement for HE to formally resolve unintended consequences on certain parts of the scheme.

- Argued that necessary repairs identified by the POPE should not be classified as Road Investment Strategy 3 (RIS3) measures in 2025, as that would unnecessarily delay their resolution. It was noted that the results of the POPE could not be prejudged and while some measures might require lower levels of intervention, it was possible that RIS3 measures would be required. Actions would be identified and discussed jointly between HE and the Council.
- Expressed concern about the derelict buildings alongside the A14 in Bar Hill and the fact that the report did not indicate a solution for either reoccupying them or developing an alternative access to them, particularly given the possibility of land contamination resulting from the former petrol station. The HE A14 Project Director informed the Committee that the contaminated land issue had been resolved and that HE was working to safely dispose of the site.
- Highlighted the lack of consultation with local residents and local Members on the Bar Hill crossing and emphasised the need to ensure greater engagement with such stakeholders in the future.
- Welcomed the independent safety review that was undertaken on the NMU crossing cycle barriers that had resulted in the recommendation to replace them with bollards.

It was resolved unanimously to:

- a) Note the current issues and progress with their resolution; and
- b) Approve the proposed changes to the access barriers currently installed on the Non-Motorised User (NMU) bridges at Bar Hill and Swavesey junctions outlined in section 4.0 of this report.

21. Finance Monitoring Report – June 2021

This item was deferred to the next meeting, when the latest Finance Monitoring Report would be considered.

22. Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme (Ely South)

The Committee received a report that set out the proposed response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme (Ely South), and which sought a delegation to submit the final consultation response to the Executive Director for Place and Economy. It was noted that Local Members had been recently briefed by Network Rail on the scheme.

While discussing the consultation response, Members:

- Highlighted that concerns had been raised by local residents regarding the Kiln Lane crossing and called for assurances that the local area would be protected.

- Welcomed the scheme and noted that one of its benefits would be to reduce levels of westbound freight from Felixstowe on the A14.
- Emphasised the need for Network Rail to ensure the scheme sufficiently cater for a potential increase in future traffic levels due to additional services connecting Cambridge to Wisbech through the junction.

It was resolved unanimously to:

- a) Note and comments on Network Rail Consultation on the Ely Area Capacity Enhancement Scheme Consultation; and
- b) Delegate the agreement of the final consultation response to the Executive Director, Place and Economy in consultation with the Chair and Vice Chair of the Highways and Transport Committee.

23. Major Infrastructure Project Delivery, Governance and Risk Management

This item was deferred to the next meeting.

24. Highway Services Contract Key Performance Indicators – Quarterly Report

This item was deferred to the next meeting.

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

This item was deferred to the next meeting.

Chair
7th September 2021

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 27th August 2021 captures the actions on service actions within the remit of this Committee including that are still ongoing on going from the former Highways and Community Infrastructure and Economy and Environment Committees. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Emma Murden	<p>Discuss with Skanska the feasibility of offering an enhanced pothole repair service.</p> <p>This was raised again at the Highways and Transport Committee on 15th September</p>	<p>Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services.</p> <p>27.08.21 - Ongoing with the pothole working group and Highways Improvement Board.</p>	<p>IN PROGRESS</p> <p>Meeting held with Skanska on 26/11/20. A briefing note is being prepared on the potential way forward for initial discussion with Chair and Vice Chair. Further work is likely to be needed and a note will be circulated to Members on the possibilities, likely to be in</p>

					the summer.
Minutes of Highways and Community Infrastructure Committee 9th July 2019					
Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
124.	Road Casualty Data Annual Report	Matt Staton	The Chairman commented that the findings of the research project regarding likely collision sites being undertaken with Loughborough University could be brought to the committee for information and comment.	<p>The final report for the Loughborough project has now been signed off (late August). It will be published on the Road Safety Knowledge Centre in September</p> <p>Follow-up focus groups will be undertaken in September with people in the target groups. If Members would like a seminar on the outcomes of the above, this could be arranged for early 2022,</p>	Complete .
Minutes of Highways and Transport Committee 15 th September 2020					
29.	Cambridgeshire Highways Contract Annual Report 2019-20	Dom Donnini	Request for a new policy for seeking compensation for developer damage to free up local highways offices resources.	Officers would investigate the practicalities and bring back proposals for further consideration on this wide ranging issue.	Action Ongoing

Minutes of Highways and Transport Committee 19th January 2021

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

Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
5.	Minutes Action Log		Member highlighted highways planning guidance for making walking and cycling the most attractive option. It was requested that it be added to the Action Log		Ongoing
8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	David Allatt	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at Wyboston	To be discussed at regional traffic managers meeting on Friday 3 September and views fed into live inquiry as required	Ongoing
10.	Local Highways Improvement Panel Scoreboards	Joshua Rutherford	Requested additional guidance or training for Members regarding LHIs and the process that underpins them	Potential dates for an all-Member seminar are being identified We plan to review the LHI process as soon as we are able. Now the new structure is in place, we will set up an LHI working group, similar to those used in the past to review current processes and discuss potential changes to the initiative.	Ongoing

Minutes of Highways and Transport Committee 27 July 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
20.	A14 Network Issues	David Mitchell	Members requested a further update regarding derelict buildings around Bar Hill.	The buildings were acquired by Highways England outside of the Development Consent Order within a parcel of land needed for the A14 scheme. They are still owned by Highways England and managed by HE Estates.	Complete

Integrated Transport Block Strategy Aims Funding Allocation

To: Highways & Transport Committee

Meeting Date: 7 September 2021

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: 2021/058

Key decision: Yes

Outcome: To consider the proposed allocation of the Integrated Transport Block funding element for Delivering Transport Strategy Aims (DTSA) 2021/22

Recommendation: It is recommended that the Committee:

- (a) note the progress of the Carry Forward schemes
- (b) support the proposed allocation of the DTSA 2021-22 funding to projects

Officer contact:

Name: Elsa Evans
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Member contacts:

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1. Background

- 1.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) is the Local Transport Authority and receives Local Transport Plan (LTP) capital funding grants from the Department for Transport (DfT), including the Integrated Transport Block (ITB) grant. Since its establishment, the CPCA has passed the grant to the County Council to manage.
- 1.2. On 9 March 2021 members of the Highways and Transport Committee approved the allocation of the ITB grant to the individual programme elements as shown in the Table below. The funding allocation to programmes was required to be approved before April to enable preparation for the start of work in the new financial year. The approved allocation was on condition that the CPCA would pass the ITB grant to the County Council again for 2021/22. The CPCA has confirmed the grant is passed to the County Council.

Budget Category	2021/22 allocation
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions	£607k
Road Safety schemes at locations with strong evidence of high risk of injury crashes	£594k
Major scheme development to support early scheme development work to ensure a pipeline of 'shovel ready' schemes are available	£200k
Strategy development and Integrated transport schemes to support the development of local transport policies, strategies and plans, and to prioritise local integrated transport schemes	£345k
Delivering Transport Strategy Aims (DTSA) to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies	£1,346k
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work	£23k
Minor improvements for accessibility to implement disabled persons parking places where required	£15k
Minor improvements to Public Rights of Way to make the network an integrated part of the wider transport system to meet the needs of the community	£60k

- 1.3. A budget of £1,346k was allocated to schemes that will deliver Cambridgeshire's transport strategy aims. This budget will be allocated to schemes drawn from the Cambridgeshire Transport Investment Plan (TIP), which contains schemes in transport strategies and plans such as the District Transport Strategies, Market Town Transport Strategies.

2. Main Issues

- 2.1 On 5 March 2020 Members of the dis-established Economy and Environment Committee considered the recommendation to allocate the 2020-21 DTSA funding to several schemes based on the prioritisation methodology and scoring criteria in the Committee report. While the recommended allocation was approved, members of the Committee requested that

officers review the current criteria for ways to improve its equitability across the county. Committee report can be found in the Source Document section at the end of this report.

- 2.2 Officers in the Transport Strategy and Funding team conducted an initial review of the scheme prioritisation methodology to ensure equity across the county was undertaken in autumn 2020. However, several strands of work involving prioritisation of schemes for funding are in progress, including a review of the County's future transport priorities, the Local Cycling and Walking infrastructure Plan, and the Active Travel Strategy. These strands of work are interlinked and will be more effective if they are considered together. Whilst these strands of work are still in progress, a review of the DTSA prioritisation criteria in isolation will risk disconnection.
- 2.2.1 Future transport priorities for scheme development – a report will be considered by this Committee
- 2.2.2 The Local Cycling and Walking Infrastructure Plan (LCWIP) contains draft lists of schemes by district area for public consultation. The prioritisation of schemes within this Plan needs to follow specific Government guidance for LCWIP.
- 2.2.3 Active Travel Strategy will have an impact on the prioritisation of local transport plan schemes
- 2.3 Due to the COVID-19 pandemic, majority of the schemes with allocated DTSA funding for 2020-21 were suspended during the first national lockdown, and substantially delayed for the rest of the year. The unspent funding allocated to the 2020-21 schemes has been carried forward to this year to complete the schemes. A progress update of the schemes in the DTSA programme is shown in Appendix 1.
- 2.4 It should be noted that the delay in the allocation of the 2021-22 budget will have an impact on the commencement of the schemes, and the spending of the funding. It is highly likely that the delivery of most recommended schemes will continue into 2022-23 using the 2021-22 budget.
- 2.5 Therefore, it is recommended that the existing DTSA prioritisation methodology is used for scoring the longlist of eligible schemes from the Cambridgeshire TIP for allocating 2021-22 funding. This will also allow the schemes in the 2020-21 DTSA programme to catch up with delivery. It should be noted that the recommended schemes in this report is based on current policy and scheme data. Any change in policies such as the adoption of the Government guidance LTN 1/20 may affect the deliverability of the recommended schemes.

Prioritisation Methodology

- 2.6 The DTSA budget is proposed to be allocated to schemes drawn from the Cambridgeshire Transport Investment Plan (TIP). The latest TIP was approved by this Committee in January 2021. See Source Documents section for link to the latest TIP. 'Eligible' schemes are defined as:
- Deliverable within 1-2 years
 - Local non-major schemes with scheme cost under £500K
 - Not Greater Cambridge Partnership (GCP) specific schemes as they should be funded by GCP and matched by developer contributions.

- 2.7 The Transport Strategy and Funding team led the scoring of schemes. Eligible schemes are assessed and scored, using criteria based on the Department for Transport's Early Assessment and Sifting Tool (EAST). The criteria are based on meeting strategy objectives and on deliverability:
- Strategic Case – Meeting the CPCA Local Transport Plan objectives
 - Delivery Case – Practical feasibility; Evidence of stakeholder support
 - Economic Case – Scale of impact of the project; Value for money; Added road safety benefit
 - Financial Case – Match/alternative funding; Affordability
- 2.8 Scoring – All criteria are scored on a scale of -3 to +3. The scoring definitions are shown in Appendix 2. The average score of the criteria in each case are added to give a Total Score for each scheme.
- 2.9 Weighting – Greater weighting is given to *access to services* so that rural isolation and poverty. In this prioritisation scoring, double weighting has been given to this criterion within the Strategic Case – *Accessibility: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all.*
- 2.10 Schemes with the highest Total Score are proposed for funding up to the limit of available 2021/22 funding. The proposed schemes are in Appendix 3a. Schemes scored but not proposed for funding are listed in Appendix 3b and will remain in the Transport Investment Plan to be considered for other appropriate funding sources.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

The report above sets out the implications for this priority in paragraphs 2.9.

3.2 A good quality of life for everyone

Recommended schemes to deliver transport strategy aims will help improve access to employment and services, embed a safe transport system, and improve air quality.

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

There are no significant implications in this priority.

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

The report above sets out the implications for this priority in paragraphs 2.6 and 2.7.

3.5 Protecting and caring for those who need us

There are no significant implications in this priority.

4. Significant Implications

4.1 Resource Implications

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

- Paragraphs 2.3 and 2.10 set out the implication of the proposed budget for Delivering Transport Strategy Aims and committed schemes.
- Proposed projects have been assessed and prioritised on deliverability, value for money and match funding, so as to maximise the benefits for the County Council and Cambridgeshire people. Paragraphs 2.6 – 2.10

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category. Individual schemes will undertake procurement in accordance with the Council's procurement regulations.

4.3 Statutory, Legal and Risk Implications

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

- Prioritising schemes on practical feasibility and evidence of stakeholder support will lower the risk of project delivery slippage or abortive work.
- The report above sets out other risk implications in paragraphs 2.4 and 2.5

4.4 Equality and Diversity Implications

There are no significant implications within this category. An equality impact screening has been completed and indicated no potential negative impact.

4.5 Engagement and Communications Implications

There are no significant implications within this category. Consultation will be undertaken by individual schemes as appropriate.

4.6 Localism and Local Member Involvement

There are no significant implications within this category. Schemes proposed for funding to deliver transport strategy aims are from local transport strategies, which have had significant local Member involvement and consultation.

4.7 Public Health Implications

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

- Transport policies and programmes can impact on the health and wellbeing of residents through reducing poor air quality, supporting and enabling active travel, reducing road accidents and enabling residents to access jobs and services. This supports the Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy 2020-24 (consultation draft) Priority 1 Places that support health and wellbeing. Funding allocation as proposed in paragraph 2.10 contributes towards these objectives.
- Although health and wellbeing is not considered explicitly as a criterion in itself, the prioritisation methodology considers road safety, sustainable modes of transport e.g. walking and cycling and accessibility of services and air quality as part of the scoring criteria.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: not applicable

4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: local transport policies and strategies will encourage use of cleaner modes

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

Status: Neutral

Explanation: not applicable

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: The Council's standard approaches to minimising waste and reusing materials where possible will be followed in order to mitigate impact during scheme delivery.

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: not applicable

4.8.6 Implication 6: Air Pollution.

Status: Neutral

Explanation: Though local transport policies and strategies will encourage use of cleaner modes, the impact of the proposed schemes on tackling air pollution is not direct, and therefore neither positive nor negative.

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

Status: Neutral

Explanation: not applicable

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Name of Officer: Jeremy Smith

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

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

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

Name of Officer: Iain Green

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

Name of Officer: Emily Bolton

5. Source documents

5.1 Source documents and Location

Documents are held digitally:

Economy and Environment Committee 5 March 2021 [Item 5 Integrated Transport Block Funding Allocation Proposals](#)

Highways and Transport Committee 9 March 2021 [Item 7 Integrated Transport Block Funding Allocation](#)

Transport Investment Plan 2021 [policy document and lists of schemes](#)

Appendix 1 Progress update of Delivering Transport Strategy Aims funded projects

Location	Scheme	ITB funding	Progress status	Progress update
Schemes Completed				
East Cambs Witcham/ Sutton	A142 Witcham Toll to Sutton - Upgrade existing footway to dual use	£500,000	Complete	This scheme was allocated funding over two years in 2019/20 and 2020/21 due to the scale of the work. Both Phase 1 and Phase 2 works have been completed.
Huntingdonshire Fenstanton	St Ives Greenway: cycle route from Fenstanton to the Busway	£195,000	Complete	Works are now completed.
Huntingdonshire St Neots Eaton Ford	St Neots Eaton Ford, Great North Road, Cycle Route 4 - Widen footway between Lowry Road & Queens Gardens	£450,000	Complete	This scheme was allocated funding over two years in 2019/20 and 2020/21 due to the scale of the work. Both Phase 1 and Phase 2 works have been completed.
South Cambs Hardwick	Widen footways on Main Street and Cambridge Road, Hardwick to make it safer to access the primary school and village centre	£400,000 over 3 years from 2019/20	Complete	Design has been completed and all works will be delivered at the same time, rather than spaced over 3 years. Construction target cost has been received from contractor Skanska. Construction on site was programmed to start on site in March 2021 and expected to complete in 2021. Completed under budget.
Countywide	Minor walking, cycling and bus stop facility improvements	£40,000	Complete	Funding is for ad hoc minor improvements to walking, cycling and bus stop facilities that would add value to support sustainable travel.
Schemes delayed / in progress				
Cambridge	Feasibility for new on-road cycle lane with parking restrictions on Arbury Road, between North Cambridge Academy and Milton Road (known as Arbury Road Phase 3)	£16,000	Delayed	Funding allocated in 2017/18. With the emergence of the COVID Response Emergency Active Travel works, there is a strong desire to incorporate a modal filter along this locality. Feasibility and design of this modal filter is in progress. This work also needs to tie in with the Greater Cambridge Partnership Histon Road scheme, delivery of which is also in progress currently.

Location	Scheme	ITB funding	Progress status	Progress update
Cambridge	Review and re-design traffic control measures in Storey's Way to improve cycling route to link to the Ridgeway and Eddington development	£100,000	Delayed	This scheme is currently tied in with a COVID related Emergency Active Travel scheme in the same locality, which is programmed for H&T Committee to consider in Sept 2021. This scheme is currently tied in with the COVID related Emergency Active Travel experimental scheme which runs until June/July 2021. Therefore, this ITB funded scheme cannot start, pending outcome.
Cambridge	Pedestrian and cyclist crossing improvement at the junction of Barton Road with Grantchester Street/Driftway in Cambridge	£300,000	Delayed	Due to the impact of COVID-19 lockdown and restrictions, this scheme will not be delivered in 2020/21. The budget will be carried forward to 2021/22. Design briefs complete, waiting for design costs.
South Cambs Papworth	New cycleway along A1198 between Ermine Street South, Papworth Everard and A428	£231,000	Delayed	Funding allocated for 2018/19 to match Highways England Designated Fund for Non-Motorised Users (NMFU). Scheme Target Cost is undergoing review and the final target cost is likely to far exceed the budget available. Funding and cost being reviewed.
East Cambs Stuntney	A142 Stuntney to Ely cycleway/footway - part of the wider scheme Cycle Route Soham to Ely (via Stuntney)	£175,000	Delayed	Fund approved in 2017/18 for delivery after the opening of Ely Southern Bypass and the Ely Underpass (Feb 2019). Detailed design and Road Safety Audit complete. Design revealed complexity of the scheme and hence increase in cost. However, there are local stakeholders concerns on the current design. Currently confirming target cost, which is likely to exceed the budget available. Further decision on options will be required.
East Cambs Ely	Ely Broad Street/Back Hill junctions changes and safety improvements	£250,000	Delayed	This scheme was allocated funding over two years in 2018/19 and 2019/20 due to scheme complexity. Detailed design work had been delayed by consultation. Currently confirming target cost with contractor. Scheme construction is expected to start on site in late 2021/22.
East Cambs Swaffham	Swaffham Bulbeck walking improvement - investigate the feasibility for permissive pedestrian paths around the village	£25,000	Slight delay	Some delay due to COVID-19 lockdown. Feasibility has commenced. Expected to complete in 2021/22.

Location	Scheme	ITB funding	Progress status	Progress update
Fenland Whittlesey	Improve access signage to Whittlesea Rail Station	£3,800	Delayed	Delay due to COVID restrictions last year.
Fenland Whittlesey	Walking and Cycling Map in Whittlesey Strategy Area	£5,000	Delayed	Delay due to COVID restrictions last year. Likely to tie in with other cycling map work for other Cambridgeshire areas.
Huntingdonshire	Godmanchester (Black Bull) to Huntingdon Hinchingsbrooke Park – part of National Cycle Network Route 12 - cycleway improvement	£314,000	Delayed	Due to the impact of COVID-19 lockdown and restrictions, this scheme will not be delivered in 2020/21. The budget will be carried forward to 2021/22. Design briefs complete, waiting for design costs.

DELIVERABILITY CRITERIA

Score	Delivery Case: Practical feasibility - is the project technically capable of being delivered, e.g. are there land ownership issues	Delivery Case: Evidence of stakeholder support - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council	Economic Case: Added Road Safety Benefit - the level of benefit that may be achieved with regard to reducing risk to highway users, particularly more vulnerable users such as pedestrians and cyclists and the location is a current accident cluster site.	Economic Case: Scale of impact - what is the scale of (a) economic, (b) environmental and (c) social impacts of the project in relation to development(s), e.g. how many people will it benefit, local/countywide/strategic area covered, noise, air quality, safety, accessibility/severance	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment	Financial Case: Match/Alternative funding - are there other funding sources available for the project, either in whole or in part	Financial Case: Affordability - the extent to which the level of expenditure and financial risk involved in a project can be taken on, given other requests for funding
3	Can be delivered with no issues, potentially in conjunction with other works	Formal consultation carried out evidencing support	Existing accident cluster site and likely to deliver significant benefits	Major/cross-district positive impact	High or very high value for money or BCR over 2	>50%	Entirely funded by third party or specific funding stream
2	Feasible with added value	Supported multiple (eg public & members)	Not an existing accident cluster site, but likely to deliver significant benefits that will reduce risk to road users	Mid-large scale positive impact	Medium value for money or BCR between 1.5 and 2	25-50%	Can be delivered without impacting other projects, part funded as per +3
1	Feasible	Support indicated (eg public or members)	Some benefits and not an existing cluster site.	Small scale/localised positive impact	Low value for money or BCR between 1 and 1.5	<25%	Can be delivered without impacting other projects, low risk of costs increasing
0	Feasible but minor issues	No evidence	Not expected to benefit road safety	No impact or +/- balance	Very low value for money or BCR below 1 or No impact	None	Affordable
-1	Feasible but highway land not sufficient/multiple issues	Minor opposition indicated		Small scale/localised negative impact			Affordable with impact, risk of costs increasing
-2	Feasible but more significant issues with land, services, etc.	Multiple opposition indicated		Mid-large scale negative impact			Unaffordable without Third Party contribution
-3	Not possible without major additional works	Formal consultation shows large opposition		Major/cross-district negative impact			Unaffordable without significant Third Party contribution

OBJECTIVES CRITERIA - Draft CPCA Local Transport Plan Objectives

Score	Housing Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	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	Tourism Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Resilience Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Safety Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	DOUBLE WEIGHTING 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	Air Quality Ensure transport initiatives improve air quality across the region to exceed good practice standards	Environment Deliver a transport network that protects and enhances our natural, historic and built environments	Climate Change Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change
3	Fully supports both new housing and addresses housing affordability issues	Supports a significant level of sustainable connectivity	Supports a significant level of sustainable connectivity	Supports a significant level of resilience and adaptability	Significant positive impact on safety	Supports significant level of social inclusion	Fully supports both high quality public realm and active lifestyles	Significant positive impact on air quality	Significant positive impact that both protects and enhances natural/historical and built environments	Significant positive impact on climate change
2	Fully supports either new housing or addresses housing affordability issues	Supports a wider level of sustainable connectivity	Supports a wider level of sustainable connectivity	Supports a wider level of resilience and adaptability	Wider positive impact on safety	Supports wider level of social inclusion	Supports either high quality public realm or active lifestyles	Wider positive impact on air quality	Wider positive impacts that protects/enhances natural/historical and built environments	Wider positive impact on climate change
1	Supports minor level of new housing development/ affordability	Supports minor level of sustainable connectivity	Supports minor level of sustainable connectivity	Supports minor level of resilience and adaptability	Minor positive impact on safety	Supports minor level of social inclusion	Minor positive impact on high quality realm/active lifestyles	Minor positive impact on air quality	Minor positive impact on natural/historical and built environments	Minor positive impact on climate change
0	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
-1	Minor negative impact on new housing development / affordability	Minor negative impact on level of sustainable connectivity	Minor negative impact on level of sustainable connectivity	Minor negative impact on resilience and adaptability	Minor negative impact on safety	Minor negative impact on social inclusion	Minor negative impact on high quality realm/active lifestyles	Minor negative impact on air quality	Minor negative impact on natural/historical and built environments	Minor negative impact on climate change
-2	Negatively impacts new housing development or affordability	Wider negative impact on level of sustainable connectivity	Wider negative impact on level of sustainable connectivity	Wider negative impact on resilience and adaptability	Wider negative impact on safety	Wider negative impact on social inclusion	Negatively impacts either high quality public realm or active lifestyles	Wider negative impact on air quality	Wider negative impacts on natural/historical and built environments	Wider negative impact on climate change
-3	Negatively impacts both housing development and affordability	Significant negative impact on level of sustainable connectivity	Significant negative impact on level of sustainable connectivity	Significant negative impact on resilience and adaptability	Significant negative impact on safety	Significant negative impact on social inclusion	Significant Negatively impacts both high quality public realm and active lifestyles	Significant negative impact on air quality	Significant negative impact on natural/historical and built environments	Significant negative impact on climate change

Appendix 3a Proposed schemes for Delivering Transport Strategy Aims 2021/22

District	Scheme	Scheme cost	Proposed Funding 2021/22	Comments	Total Score
Countywide	Minor walking, cycling and bus stop facility improvements	£40,000	£40,000	Current Commitment Funding is for ad hoc minor improvements to walking, cycling and bus stop facilities that would add value to support sustainable travel. Precise improvements are identified during the year as needs arise.	N/A
Huntingdonshire	Buckden Road Brampton - Provision of a safe route for pedestrians and cyclists along the B1514 Buckden Road and either a new shared use path or access to existing MoD road into Brampton depending on the location of a new crossing facility.	£218,500	£108,000	High feasibility and support score. Recommend up to £108,000. Potential unconfirmed grants that the Parish Council has applied for. Liked to Draft LCWIP schemes.	5.63
Fenland	Throughout Wisbech - investigate improvement to HCV route signage	£10,000	£10,000	Scored with 664 for feasibility. Recommend £25,000 for the development of both schemes (£10k for signage feasibility and £15k for lorry parks investigation)	4.83
Fenland	Edge of Wisbech, in proximity of A47 - Feasibility study to investigate establishment of lorry parks on the edge of Wisbech	£15,000	£15,000	Scored with 662 for feasibility. Recommend £25,000 for the development of both schemes (£10k for signage feasibility and £15k for lorry parks investigation)	4.67
Fenland	March, cycle routes in and around March - Cycle map and brochure	£5,000	£5,000	DTSA has already funding to Whittlesey last year. Capability Fund Revenue funding to be confirmed for other parts of Cambridgeshire. This will add value to more comprehensive work.	4.57
Fenland	Chatteris, strategy area - Cycle map and brochure	£5,000	£5,000	DTSA has already funding to Whittlesey last year. Capability Fund Revenue funding to be confirmed for other parts of Cambridgeshire. This will add value to more comprehensive work.	4.57
City / South Cambs	B1049 / A14 Histon junction - Improve pedestrian and cyclist crossing facilities at the northeast and northwest quadrants of the Histon/A14 roundabout	£200,000	£200,000	This is part of the Draft LCWIP South cambs scheme which is a Short/medium term priority. There is potential Active Travel, Capability Fund, CPCA funding or HE funding. High stakeholder support.	4.53
City / South Cambs	Eddington to Girton - Improved foot and cycle links and crossings	£500,000	£25,000	Linked to TIP schemes 603, 604 bus stop infrastructure. Cost uncertain. Recommend for scheme development for this scheme and schemes 603, 604	4.23
City / South Cambs	Ditton Lane between High Street Fen Ditton and SCDC car park (142 Ditton Lane) - Widening of west side footway to create shared use path; measures to stabilise embankment (Highways land)	£150,000	£25,000	Shared use path is not certain due to new Government guidance. Recommend for scheme development.	4.23
Huntingdonshire	Huntingdon to Alconbury Weald – part of National Cycle Network Route 12 - Improved walking and cycling route	£500,000	£25,000	This encompasses a Draft LCWIP scheme with high priority. Recommend for scheme development	4.13

Appendix 3a Proposed schemes for Delivering Transport Strategy Aims 2021/22

District	Scheme	Scheme cost	Proposed Funding 2021/22	Comments	Total Score
Huntingdonshire	Junction with Elton Bridleway 17 and 26 and A605 Elton Bypass - Installation of safe crossing for NMUs south of Elton	£122,000	£122,000	High score in safety benefits and local support	4.13
Fenland	Chatteris, Park Street/ East Park Street junction - Investigate Pedestrian Crossing Improvement	£10,000	£10,000	Recommend £10k for small scale studies.	3.83
City / South Cambs	Car Dyke Road / A10 / Waterbeach Road junction - Crossing for NMUs over A10	£150,000	£150,000	Recommend DTSA funding up to £150,000 as there may be developer funding	3.67
Huntingdonshire	Ramsey Road, Houghton Road, St Audrey Lane St Ives - Feasibility study, design and delivery of pedestrian and cycle improvements to the junction with reduction in crossing stages, widening of islands and better linking of off-road cycle routes	£500,000	£25,000	Scheme cost uncertain. Recommend for scheme development	3.63
Fenland	Wisbech - Parson Drove to Sealey's Lane - Extension of part constructed footway	£75,000	£75,000	Good fit with strategy and local support	3.50
City / South Cambs	Washpit Road, Girton between the end of the carriageway at entrance to farm to new NMU provision provided by A14 - Provide improvements to corridor, including the provision of an equestrian verge to promote NMU access to north Girton	£70,000	£70,000	Added value in connectivity to existing network	3.50
East Cambs	Littleport town centre streetscape improvements - Main Street, Granby Street, Hitches Street, Globe Lane, Crown Lane - Improvements could include Signage, Street Lighting, Kerb level, Information panels, Benches	£500,000	£25,000	Need further definition of the project, and alignment to CPCA master plan. Recommend for scheme development	3.30
Fenland	Chatteris, Prospect Way - provide a continuous footway including Dock Road and Short Nightlayer's Drove	£500,000	£25,000	Good fit with strategy but delivery issues uncertain. Recommend for scheme development	3.13
Fenland	Whittlesey, footway next to A605 - Footway/cycleway improvement	£10,000	£10,000	Recommend for scheme development.	3.13
East Cambs	Littleport - creation of new circular pedestrian route to improve access to the north, south and east of Littleport	£500,000	£25,000	Good fit with strategy. High score in scale of impact. Recommend for scheme development.	3.13

Appendix 3a Proposed schemes for Delivering Transport Strategy Aims 2021/22

District	Scheme	Scheme cost	Proposed Funding 2021/22	Comments	Total Score
East Cambs	Cycle Route Soham to Wicken Fen - Investigate off-road route options connecting to NCN 11. Consider links to Soham to Ely Scheme and routeing via Upware	£500,000	£20,000	Link to Draft LCWIP scheme and scheme 518. Require scheme details. Recommend for scheme development (£40k in total to undertake scheme development for both schemes.)	3.03
East Cambs	Upware - Improvement to cycle route to Wicken and along the river to Waterbeach	£500,000	£20,000	Link to scheme 486. Recommend for scheme development (£40k in total to undertake scheme development for both schemes.)	3.03
Fenland	Whittlesey, A605 roundabout at Broad Street/ Orchard Street/ Whitmore Street - Footway / Cycle Crossing Improvement	£75,000	£25,000	Traffic modelling might be required to assess impact. Recommend for scheme development	2.93
Fenland	Wisbech, Waterlees Ward: Bath Rad/ St Michaels Avenue/ Ollard Avenue - Local highways improvements	£500,000	£25,000	Good fit with strategy. Recommend for scheme development to confirm cost.	2.87
Huntingdonshire	Godmanchester (Black Bull) to Huntingdon Hinchbrook Park – part of National Cycle Network Route 12 - Improved walking and cycling route	£400,000	£86,000	Part-funding from ITB DTSA 2020/21. Potential Sustrans funding. Recommend up to £86k, which could be reduced/replaced by Sustrans funding if available.	2.87
City / South Cambs	A1307 Hills Road, Cambridge - Install raised tables on side roads to reduce the speeds of vehicles turning in/out of the junctions, to reduce the risk/severity of collisions between turning vehicles and cyclists.	£150,000	£150,000	Safety scheme	2.83
City / South Cambs	Waterbeach - over the river on Lodes Way - Investigate options to improve cyclist accessibility over the river on Lodes Way	£500,000	£25,000	Feasibility required. Recommended for scheme development.	2.60
Total			£1,346,000		

TIP ID	District	Scheme Location	Scheme Description	Total Score
517	East Cambs	Swaffham Bulbeck- cycle route from Lode/Swaffham Bulbeck to Swaffham Prior	continuation of off-road route into Swaffham Prior	2.47
797	East Cambs	Ely city centre	Investigate implementation of 20mph zones where appropriate	2.47
257	City / South Cambs	2.31km new bridleway link avoiding road from Longstanton to Swavesey. Connecting footpath linking to Ramper Road to be raised to bridleway status. Route generally follows boundaries to avoid creating cross-field route.	New cycleway	2.43
256	City / South Cambs	1.96km new bridleway links from Northstowe to Willingham, mostly upgrading of existing tracks.	Cycleway Improvement	2.43
641	City / South Cambs	Between Crafts Way (Bar Hill Perimeter Road), Bar Hill and Oakington Road, Dry Drayton, following edge of the Golf Course	New Cycle path	2.40
640	City / South Cambs	Ickleton Road, between Hexcel site access, Duxford and Ickleton	New cycle path	2.37
286	Huntingdonshire	St Neots, public footpath 32	Cycling and Walking	2.37
145	City / South Cambs	B1046, between Comberton Village College and Hardwick Road, Toft	Cycleway improvement	2.33
43	City / South Cambs	Cycle crossing and off-road cycleway on western side of Girton Road, to enable cyclists to access the existing toucan crossing on Huntingdon Road to the west of the junction with Girton Road	Cycle improvement	2.33
341	Huntingdonshire	Maltings, to the High Street, Ramsey	Walking and Cycling schemes	2.27
719	Huntingdonshire	Little Paxton Great North Road	Widen footway/create shared use facility	2.27
873	Huntingdonshire	Grafham to Brampton foot and cycle way	New foot and cycle way	2.23
603	City / South Cambs	Girton: Girton Road, southbound and northbound, south of junction with Wellbrook Way	Bus Stop Improvement	2.23
311	Huntingdonshire	Godmanchester to Town Centre: Post Street, Causeway, NCN51, Cambridge Road	Traffic Calming; Cycling and Walking improvements	2.20
312	Huntingdonshire	Godmanchester to Town Centre	Cycling and Walking	2.17
802	City / South Cambs	Haslingfield to Grantchester Non-Motorised User (NMU) bridleway link	Upgrade to existing public footpath to bridleway with improvements to surface.	2.10
250	City / South Cambs	Cambridge Rd / New Rd (south of Oakington) roundabout with cycle crossings.	Junction Improvement	2.07
352	Fenland	March, Station Road, in vicinity of County Road	Pedestrian crossing	2.07
859	City / South Cambs	Milton Road signals between Science Park access and A14	Signal review and update of timings	2.00
29	City / South Cambs	Link, between Darwin Green and Histon Road via Cambridge Squash Club access	Footway / Cycleway improvement & new crossing	2.00
431	Fenland	Whittlesea, Rail Station	Public Transport Scheme - bridge over platforms	1.97
189	City / South Cambs	B1049 Histon Road, Cottenham: between High Street and Appletree Close	New Cycleway	1.97
432	Fenland	Whittlesea, Rail Station	Public Transport Scheme - lengthen platforms	1.93
138	City / South Cambs	St Neots Road, between junction with existing footpath that links to A1198 (Elsforth FP 17) and Cambourne Road, Cambourne	New shared use footway / cycleway	1.83
239	City / South Cambs	Longstanton Road, Over: between the Guided Busway and King Street	New Cycleway	1.83
10	City / South Cambs	Cycle Link on Milton Road, between Guided Busway junction and Cowley Road junction, southbound	Cycleway Improvement	1.83
313	Huntingdonshire	Brampton to Town Centre	Cycling and Walking	1.83
743	East Cambs	Ely - Prince of Wales Hospital	Bus Shelter Installation	1.83

TIP ID	District	Scheme Location	Scheme Description	Total Score
308	Huntingdonshire	Alconbury Weald to Town Centre	Cycling and Walking	1.77
184	City / South Cambs	Footbridge alongside Rampton Road, between Rampton and Cottenham	New footbridge	1.77
429	Fenland	Whittlesea Railway Station	Improve facilities at railway station	1.70
416	Fenland	Whittlesey, Hallcroft Road and West End	Footway / Cycle Crossing Improvement and Urban Realm Improvement	1.67
285	Huntingdonshire	St Neots, St Neots Road, route 3 and route 2		1.63
782	Fenland	Chatteris, key locations in the town centre	Public Transport Promotion	1.63
780	Fenland	Whittlesey, key routes around Whittlesey	Public Transport Schemes - information, signs, timetables	1.63
271	Huntingdonshire	St Ives; Burstallars and The Pound	Traffic Management Scheme	1.57
703	Huntingdonshire	St Neots, Cambridge Street and junction with Huntingdon Street	Pedestrian crossing, access and safety improvements	1.47
770	East Cambs	A142 Junction Improvements - A142 / Sir James Black Road junction, and Cambridge Business Park	Improvements to the A142 / Sir James Black Road junction, Cambridge Business Park	1.47
712	Huntingdonshire	St Neots, Station Road	Convert cycle track from segregated to unsegregated	1.43
481	East Cambs	Soham - Improvements to town centre bus shelters; Service 12, 117	Stop opposite Brook Dam Lane; Stop near the Birches	1.43
584	City / South Cambs	Shepreth Road, Foxton	Installation of Real Time Passenger Information (RTPI) display(s)	1.40
251	City / South Cambs	Rampton to Cottenham widening of existing path alongside Church End-Rampton Road	Cycleway Improvement	1.37
249	City / South Cambs	Oakington crossroads (Longstanton Rd / Water Lane / Cambridge Rd / Dry Drayton Rd) signal upgrade and slight widening of junction to improve capacity (right turn filter)	Junction Improvement	1.37
403	Fenland	Wisbech, near schools	Local Highways Improvements	1.37
500	East Cambs	Little Thetford - Speeding Issues on A10	Review of 50mph limit	1.37
346	Huntingdonshire	Key locations around Ramsey town centre	New Cycle Map	1.30
420	Fenland	Whittlesey, A605, Bellman's Road and Victory Avenue	Footway / Cycleway improvement	1.27
359	Fenland	March, Gault Bank	Footway improvements	1.23
355	Fenland	March, River paths, east of March	Footway improvements	1.23
238	City / South Cambs	Rampton to Northstowe, via Reynold's Drove between Rampton Road and Cuckoo Lane	Upgrade footpath to Cycleway	1.20
375	Fenland	Throughout March	Cycle signage	1.20
513	East Cambs	Sutton - Road Safety- installation of Pelican crossing near school and the Brook	Signalised control crossing	1.17
502	East Cambs	Little Thetford - Foot/cycle path extensions - In the Wyches from the cemetery to A10 and between Little Thetford and Stretham	Required in the Wyches from the cemetery to A10 (may require land take) and between Little Thetford and Stretham	1.17
515	East Cambs	Swaffham Bulbeck - Traffic calming through village	Traffic calming	1.17
716	Huntingdonshire	St Neots, Longsands Road	Footway improvements	1.17
882	City / South Cambs	Drove Road bend to the northern end, vicinity of Gamlingay Road, Gamlingay	Vertical alignment issues and surfacing	1.13
356	Fenland	March, Shepperon's Bridge	Footway / Cycleway improvement	1.10

TIP ID	District	Scheme Location	Scheme Description	Total Score
778	Fenland	March, Town Centre, High St, City Rd, George St, Market Place, Broad St, Grays Lane, Station Rd, Dartford Rd, Darthill Rd, Robin Goodfellows Lane	Cycleway improvement	1.10
706	Huntingdonshire	St Neots, Huntingdon Road	Relocate pedestrian crossing	1.03
727	Huntingdonshire	Eynesbury - Town Centre	To include improved tactile paving, guard railing, new signs and maintenance where appropriate.	1.00
284	Huntingdonshire	St Neots - bus stops on Cambridge Road	Installation of Real Time Passenger Information (RTPI) display(s)	1.00
701	Huntingdonshire	High Street (St Neots)	Pedestrian improvements	1.00
724	Huntingdonshire	St Neots, Keys Walk	Footway / Cycleway improvement	1.00
378	Fenland	March, Whole of the strategy area	Cycle Parking	1.00
779	Fenland	March, Burrowmoor Rd, outside Primary School	Road safety measures	0.93
276	Huntingdonshire	St Ives bus station and key locations within St Ives	New Cycle Parking Facilities	0.90
885	Huntingdonshire	Footpath 129/1 between Hollywell and Parsons Green St Ives	Upgrade to bridleway and upgrade of surface with Type 1 material or to a hoggin surface.	0.90
385	Fenland	March, Railway Station	Public Transport Infrastructure	0.90
668	Fenland	Chatteris, key locations in the town centre	New Cycle Stands	0.90
501	East Cambs	Little Thetford - Traffic calming measures at the village junction with the A10	Junction Improvement	0.87
357	Fenland	West of March, Burrowmoor Road loop	Footway improvements	0.87
358	Fenland	March, Nene North Bank Gap	Footway improvements	0.87
725	Huntingdonshire	St Neots Road to Peppercorn Lane - "Back Path" (footpath 56)	Footway / Cycleway improvement	0.83
423	Fenland	Whittlesey, McCain site	Cycleway Improvement	0.80
707	Huntingdonshire	St Neots, Huntingdon Road	Pedestrian improvements	0.80
361	Fenland	March, Town Centre	Footway improvements	0.80
410	Fenland	Wisbech, key areas in Wisbech	New Cycle Parking	0.80
705	Huntingdonshire	St Neots, Huntingdon Street	Pedestrian improvements and safety improvements	0.80
708	Huntingdonshire	St Neots, Crosshall Road	Pedestrian improvements	0.80
427	Fenland	Whittlesey, key locations in Whittlesey	Cycle Parking	0.80
418	Fenland	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout	Footway / Cycle Crossing Improvement	0.77
872	Huntingdonshire	Ellington to Brampton foot and cycle way	New foot and cycle way	0.73
433	Fenland	Whittlesea, Rail Station	Public Transport Scheme - explore proposals for a parkway station for Peterborough at Whittlesea Station	0.70
711	Huntingdonshire	St Neots, Priory Hill Road	Slope stabilisation and edge protection, plus pedestrian improvements	0.70
328	Huntingdonshire	Main approaches to the ring road Huntingdon	Introduce a Variable Message Signing system to distribute traffic to car parks in Huntingdon	0.70
68	City / South Cambs	Mill Road, junction with Coleridge Road	Pedestrian crossing improvement	0.67

TIP ID	District	Scheme Location	Scheme Description	Total Score
709	Huntingdonshire	St Neots, Mill Hill Road	Cycle / pedestrian improvement	0.63
381	Fenland	March, B1099 Upwell Rd, in vicinity of junction with Cavalry Drive	Road safety measures	0.60
428	Fenland	Whittlesey, key locations in Whittlesey	Cycle infrastructure improvement	0.60
715	Huntingdonshire	St Neots, Kimbolton Road	Parapet upgrade	0.53
598	Huntingdonshire	Between Little Paxton and St Neots	Footway / Cycleway improvement	0.53
717	Huntingdonshire	St Neots, Cromwell Road	Footway improvements	0.50
714	Huntingdonshire	St Neots, Hawkesden Road	Footway improvements	0.50
371	Fenland	March, A141, Peas Hill roundabout to Hostmoor Avenue (east side), Hostmoor Avenue to petrol station (south)	Cycleway improvement	0.47
309	Huntingdonshire	Oxmoor to Town Centre	Cycleway improvement	0.43
354	Fenland	March, 'Old Railway Path', across Stow Fen	Footway improvements	0.40
704	Huntingdonshire	St Neots, New Street	Speed reduction measures	0.40
364	Fenland	Wimblington, B1101 March Road / Doddington Rd, between Honeyhead Rd and B1093 Old Station Way	Cycleway improvement	0.33
88	City / South Cambs	Bridge Street, between Round Church Street and Jesus Lane	Corridor Improvement	0.30
665	Fenland	Whittlesey, Eastrea Road	Public Transport Improvement Provision of a bus stop/improvements at Eastrea Road at east end of Whittlesey	0.30
192	City / South Cambs	B1049 Cambridge Road, Impington: at the junction with Cambridge Road or by the Coppice Path	Pedestrian and cycle crossing improvement	0.27
210	City / South Cambs	Steps from Long Road Bridge to Guided Busway cycle route	Pedestrian Improvement	0.27
878	City / South Cambs	Hills Road, Cambridge, Cluster site CN18	Junction improvements	0.20
713	Huntingdonshire	St Neots, Station Road	Improve pedestrian crossing facilities	0.20
783	Fenland	Chatteris, Furrowfields	Public Transport Improvement	0.13
693	City / South Cambs	Vicinity of Duxford Primary School	Installation of flashing warning signs	0.10
426	Fenland	Whittlesey, Orchard Street/Gracious Street junction	Footway / Cycleway improvement	0.00
310	Huntingdonshire	Wyton to Hartford to Town Centre	Cycleway Improvement	-0.07
376	Fenland	March, NCN Route 63 between Whitemoor Prison and Twenty Foot Road	Cycleway improvement	-0.13
377	Fenland	March, NCN Route 63 between Twenty Foot Rd and Long Drove	Cycleway improvement	-0.13
710	Huntingdonshire	St Neots, Montagu Street	Raised table at existing crossing point	-0.30
351	Fenland	March, Nightall Drive to Marwick Road	Footway improvements	-0.30
879	City / South Cambs	Catholic Church junction, Cambridge, Cluster Site CN5	Possible table junction	-0.40
362	Fenland	March, Creek Road level crossing	Footway improvements	-0.93

Cambridge South Station

To: Highways and Transport

Meeting Date: 7 September 2021

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): Trumpington

Key decision: Yes

Forward Plan ref: 2021/032

Outcome: Consider Network Rail's Transport and Works Act Order (TWAo) submission for the construction, maintenance, and operation of a new station in South Cambridgeshire and associated improvements to the West Anglia Main Line. Consider the County Council's initial response to this submission.

Recommendation: The Committee is asked to:

- a) Delegate to the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee approval of the submission of formal documents related to the Cambridge South Station and the related Inquiry.
- b) Review and approve the proposed comments as detailed in Appendix A of this report. Noting that these are not part of a formal consultation process but comments on the TWAo submitted by Network Rail for Cambridge South Station.

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1. Background

- 1.1 Construction of Cambridge South Station has been a long-term aspiration of the region for several years. Local organisations and partners worked collaboratively to fund the early stages of the development work. This developed the evidence based highlighting the benefits of improving rail connectivity to southern fringe of Cambridge and the Biomedical Campus. The organisations involved include the County Council, Cambridgeshire and Peterborough Combined Authority, the Greater Cambridge Partnership, AstraZeneca Ltd, the Department for Transport, and Greater Cambridgeshire Planning.
- 1.2 The new station would connect the Cambridgeshire Biomedical Campus to the rail network offering a range of services and destinations. The Cambridge Biomedical Campus is an internationally significant health and life science cluster that is expected to accommodate 27,000 jobs by 2031. It is expected that by 2031 there will be 4,000 new homes developed across the Cambridge Southern Fringe.
- 1.3 Network Rail held two rounds of public consultation in 2020, A TWAO application and request for deemed planning permission to build a new station was submitted to the Secretary of State for Transport on the 18 June 2021. The TWAO would allow the acquisition of the necessary land required to build and operate the new station.
- 1.4 Network Rail's plans would involve the construction and operation of a new, two storey, four platform station on the West Anglia Main line next to the Cambridge Biomedical Campus, it would include:
 - A ticket office
 - Ticket vending machines
 - Lifts providing step free access to all platforms
 - Accessible toilets, baby change facilities, waiting area and space for retail/catering
 - Access for pedestrians and cyclists from both sides of the railway with capacity for 1,000 cycle parking space
 - Modification to roads and crossings to facilitate access to the station

Network Rail are also planning to change rail infrastructure in the following way:

- Remodelling of the existing track layout
- Installing two additional track loops to accommodate a four-platform station
- Enhancements to Shepreth branch junction
- Modification to the railway on the southern approach to Cambridge station
- Provision for overhead line electrification infrastructure and a substation
- Modification of existing signalling equipment
- Closure of two private level crossing and provision of alternative access

1.5 Timetable

- The period of objection for Cambridge South closed on Monday 2 August 2021
- A provisional date for public inquiry has been set for 22 November 2021
- If Network Rail gained the necessary consents work could start on the station in 2022.
- If work started in 2022, the funder target for station opening is 2025.

- Department for Transport have issued a Funding Statement Letter stating that there is £183.6m available to deliver the new station and the associated infrastructure changes.

Some of the information above was taken from: [Network Rail - Cambridge South Station](#)

2. Main Issues

- 2.1 Cambridgeshire County Council has been a long-term supporter of Cambridge South Station. Cambridge South station was supported in the Cambridgeshire Local Transport Plan 3 (March 2011) [Local Transport Plan](#) note: The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan.

Cambridge City and South Cambs Transport Strategy (March 2014) [Cambridge City and South Cambs Transport Strategy](#) also supports a station to serve the Cambridge Biomedical Campus.

Cambridgeshire Long Term Transport Strategy (July 2015) [Long Term Transport Strategy](#) also supports a station to serve the Cambridge Biomedical Campus.

- 2.2 Although Cambridgeshire County Council is supportive of Cambridge South Station and this is backed by policy detailed in section 2.1. It submitted a holding objection to the Secretary of State as part of the TWAO process Appendix B. The reason for this was to ensure that it gained the correct protective provisions required for the Guided Busway and the Greater Cambridgeshire Partnerships Cambridge South East Transport Scheme. The proposed station works will impact on the Guided Busway and there is a need to ensure that Cambridgeshire County Council interests are correctly protected. This process has started with Network Rail and when concluded the holding objection will be removed by the County Council.

South Cambridgeshire District Council responded to the TWAO a report was taken to their Cabinet 30 July 2021 [South Cambridgeshire District Council Cabinet 30 July 2021](#)

- 2.3 Appendix A of this report provides the detailed response to Network Rail's TWAO submission for Cambridge South Station. The County Council will continue to work closely with Network Rail to ensure the benefits of Cambridge South Station are realised and disruption during construction is limited. The comments made in Appendix A will be sent to Network Rail after approval and will be used to inform the further development of Cambridge South Station. They are not being submitted as part of a formal consultation process but in response to the TWAO submission.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
The following bullet points set out details of implications identified by officers:

- The development of a new railway station would be an asset to the local community giving the option of sustainable transport

3.2 A good quality of life for everyone

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

- Good access provided by a train station improves the quality of life for people:
 - Travelling to and from the area
 - Living in the area who may have been impacted negatively by those who used to travel to the area using motorised road-based transport
 - The station would greatly improve access to a major hospital which would improve access to health care

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

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

- A new train station gives the opportunity to improve access to education and cultural facilities
- Encourage train travel will have the benefits of being a lower carbon form of transport which will help to protect the environment for future generations

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

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

- The construction of a new station fits well with all these objectives.

3.5 Protecting and caring for those who need us

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

- Improve access to a major hospital will allow better care
- Improving access to a major biomedical campus should help improve care

4. Significant Implications

4.1 Resource Implications

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

- Engaging with the TWAO process puts a significant pressure on County Council's resources both in terms of Officer time engaging with Network Rail and sometimes with the requirement to engage specialist consultants
- Some costs can be recharged to Network Rail and this is always the course of action that is taken when possible but in some cases the County Council has a statutory duty to respond and when this is the case it is not always possible to recover costs from Network Rail
- The magnitude of the resource implications is very hard to estimate as it depends on the multiple factors
- The County Council is currently setting up a Project Consents Team which will have a budgeted resource for managing third party consents with a clear aim to recovery as many costs as possible

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

Network Rail will be carrying out the majority of the procurement for this project as they are leading on it but the County Council may have to procure specialist resources when needed to support their engagement with Network Rail. When this is the case procurement rules will be followed and call of contracts will be used when possible and suitable.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category. The County Council is aware of other organisations' comments on the TWAO and these will be considered as TWAO moves forwards.

4.4 Equality and Diversity Implications

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

- Network Rail has undertaken a Diversity Impact Assessment (DIA) to inform design and support access for all users and those with protected characteristics, as set out in the Equality Act 2010, and has stated that the design of the proposed station will be further informed by the DIA to ensure that the overall station layout is developed to create an accessible and comfortable environment which meets the needs of stakeholders, the Train Operating Company and sits comfortably within its context.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

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

- It is proposed that there will be good active travel options to reach the station which has many associated health benefits
- Train travel is a low carbon form of transport that will help contribute to tackling climate change which has health benefit

Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings. negative:

Explanation: There is limited detail provided within the TWAO and no formal commitment to any standards for energy efficiency. This is highlighted in the response in Appendix A.

4.8.2 Implication 2: Low carbon transport. Positive:

Explanation: As a mass transit solution rail is a low carbon form of transport this scheme will encourage train travel.

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

Negative:

Explanation: More information is provided in Appendix A, Biodiversity Team comments

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

neutral:

Explanation: The TWAO details the proposed approach to waste management, following principles of the waste hierarchy. The impact of the scheme on this implication will depend on how stringently these proposals are implemented. On balance, this is a neutral impact.

4.8.5 Implication 5: Water use, availability, and management:

Neutral:

Explanation: It is expected that the impact in this area will be fairly limited.

4.8.6 Implication 6: Air Pollution.

Positive:

Explanation: Train travel reduces emissions through reducing the number of vehicles on the road, thus improving air quality. Planned national electrification of the railways will further this benefit.

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

neutral

Explanation: this proposal does not impact on a County Council service

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

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

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

Network Rail's Cambridge South Transport and Works Act order (TWAo) application documents: [Network Rail's Cambridge South Transport and Works Act order \(TWAo\) application documents](#)

Cambridgeshire Local Transport Plan 3 March 2011 [Cambridgeshire Local Transport Plan 3 March 2011](#)

Cambridge City and South Cambs Transport Strategy (March 2014) [Cambridge City and South Cambs Transport Strategy \(March 2014\)](#)

Cambridgeshire Long Term Transport Strategy (July 2015) [Cambridgeshire Long Term Transport Strategy \(July 2015\)](#)

NR07 Consultation Report

[NR07 Consultation Report](#)

NR15 Design and Access Statement

[NR15 Design and Access Statement](#)

South Cambridgeshire District Council 30 July 2021 Cabinet Meeting: [South Cambridgeshire District Council 30 July 2021 Cabinet Meeting:](#)

Cambridge Biomedical Campus (CBC), CBC 2050 vision [Cambridge Biomedical Campus \(CBC\), CBC 2050 vision](#)

Greater Cambridge Partnership target for reducing motor traffic [Greater Cambridge Partnership target for reducing motor traffic](#)

TAG Unit M4 [TAG Unit M4](#)

5.2 Location

Weblinks to all documents are provided in 5.1

Appendix A: Cambridgeshire County Council's proposed response to the Network Rail's TWAO submission for Cambridge South Station.

Cambridgeshire County Council are strongly supportive of the construction of Cambridge South Station. The County Council welcomes working closely with Network Rail to ensure the benefits of Cambridge South are realised and disruption during construction is minimised. Below are more detailed comments relating to the TWAO submission from various disciplines at the County Council.

The County Council welcomes open dialogue and conversation with Network Rail as the Cambridge South project moves forwards.

Highway Maintenance

No issues to raise regarding the scheme at this point.

Greater Cambridge South East Transport (CSET) Project Team

This is a contribution from the GCP Cambridge South East Transport (CSET) project team to CCC's response to the Transport and Works Act Order (TWAO) application and request for deemed planning permission to build the new Cambridge South station¹ submitted by Network Rail to the Secretary of State for Transport on 18 June 2021.

GCP welcome the recognition within the application documents, including the Consultation Report (Table 7.2), Planning Statement (para 2.8.4) and Design and Access Statement (paras 2.3.27 to 2.3.32) that GCP are planning Phase 2 of CSET within close proximity of the Cambridge South Infrastructure Enhancements (CSIE) scheme. There are interfaces between the CSIE and CSET schemes arising from the CSET proposals to build new public transport and active travel infrastructure within the CSIE scheme boundary and the planned overlapping construction periods for the schemes.

GCP recognise that there has been constructive engagement between the CSIE and CSET project teams to consider the interfaces between the schemes and joint design solutions to address these.

GCP understand that the CSIE scheme must be planned in such a way that it can be delivered as a stand-alone project in the event that the CSET scheme does not proceed and that the TWAO process requires the application to present the CSIE scheme in the form to be delivered as a stand-alone project without CSET. However, we are also mindful of the impression this may give to stakeholders of the schemes being developed independently with insufficient joint working on interface issues.

GCP share the aspirations of Network Rail for the two project teams to continue to work together to ensure that interface issues are addressed collaboratively and to be able to demonstrate a collaborative approach to stakeholders, particularly those with interests in the Cambridge Biomedical Campus (CBC), Hobson's Conduit and Nine Wells Local Nature Reserve.

¹ The Network Rail (Cambridge South Infrastructure Enhancements) Order

We would advocate that this is taken forward by continuing the work initiated to develop a Statement of Common Ground between the CSIE and CSET schemes and seeking, as far as possible, to support each other's proposals.

Key Interface Issues

The key interface issues identified by the CSET project team are:

- Managing overlapping requirements for land in both Orders
- Integration of the CSIE and CSET designs for the station access on Francis Crick Avenue and the Francis Crick Avenue / Guided Busway junction
- Managing construction on and access to Francis Crick Avenue
- Construction compounds and access for both schemes
- Collaboration to minimise the impacts of both schemes on Nine Wells Local Nature Reserve

Francis Crick Avenue

The challenges presented by accommodating the station access, the CSET scheme and the Sawston Greenway scheme within a constrained area at the northern end of Francis Crick Avenue are well recognised.

We support the comments made within the Design and Access Statement (para 2.3.32) that:

- The CSET public transport stops proposed on Francis Crick Avenue just south of the station access will provide good public transport interchange with the station.
- The CSET proposals to provide a widened pedestrian/cycle crossing across the southern arm of Francis Crick Avenue will be beneficial to pedestrians and cyclists using the station, while the diagonal crossing also proposed at this junction will improve pedestrian connection between the AstraZeneca buildings.
- Rail replacement bus stops will possibly need to be relocated to the north of the Francis Crick Avenue / Guided Busway junction.

We believe that as a result of the project interface meetings that have taken place to date there is a good mutual understanding of the needs and requirements of both schemes in this area and a basis for setting out principles for the integration of the CSIE and CSET designs for Francis Crick Avenue in a Statement of Common Ground.

We note that that in Schedule 6 of the draft Order, Network Rail seeks powers to make an alteration to the layout of Francis Crick Avenue described as "Traffic signal modifications for station access and widen existing pedestrian/cycle crossing". We would seek to establish within a Statement of Common Ground that these powers would not be used in a way that creates barriers to the implementation of the CSET scheme.

Nine Wells Area – CSIE Landscaping and Drainage Proposals

We are concerned about the conflict between the CSIE proposals for “indicative landscape and areas for sustainable drainage systems” (deemed planning drawing no. 158454-ARC-ZZ-ZZ-DRG-LEP-000041) and “indicative proposed compensatory planting and drainage layout” (deemed planning drawing no. 158454-ARC-ZZ-ZZ-DRG-LEP-000054) in the area east of the existing railway and south of Addenbrooke’s Road and the proposed CSET alignment in this area.

While we understand that these are the indicative proposals for CSIE as a stand-alone scheme, we wish to seek assurances and establish within a Statement of Common Ground that these proposals are open to modification to accommodate the CSET public transport route. In the event of both schemes proceeding, the provision of compensatory planting on land required for the CSET scheme would be pointless as the likely outcome would be this planting being removed before becoming established.

GCP would oppose any proposal by Network Rail that would require the CSET public transport route to be moved to run closer to Nine Wells Local Nature Reserve. We would advocate that the CSIE and CSET project teams collaborate to develop a drainage layout that avoids this while meeting the drainage requirements of both schemes.

Construction Compounds and Access

We note from the Figures on page 8 of Volume 1 of the Environmental Statement (Non-Technical Summary Report) that the main site compound (CC1) for the CSIE scheme is proposed to be situated in a location that would clash with construction Phase J of the CSET scheme, extending from the Francis Crick Avenue / Dame Mary Archer Way / Addenbrooke’s Road roundabout to CSET Bridge Structure 1 (Hobson’s Brook crossing).

Correspondence between the CSET and CSIE teams following the publication of the application indicates that this compound has been removed and instead will be a set down area that will not interfere with the CSET scheme. However, we seek confirmation that our understanding on this point is correct.

We wish to seek assurances and establish within a Statement of Common Ground that, in the event of both schemes proceeding, there are arrangements identified to accommodate the construction compounds required for both schemes and meet the requirements of both schemes for access to enable safe and efficient construction.

Asset Information and Asset Planning

General points

- The TWAO does refer to **temporary stopping up** (para 11) and advises that NR must consult the LHA prior to commencing a temporary stopping up. However the TWAO text gives the LHA no right to object to (or at least to influence) the timing of such activities. It would make sense if the order gave the LHA an opportunity to have a degree of influence over the timing of such works, as the LHA has good knowledge of the likely onward impact on the surrounding local network.

- Does not seem to give adequate role to the LHA in confirming that temporarily stopped up routes are fit to be returned to public use. For instance, it seems likely that works will be undertaken in the areas that are temporarily stopped up – what role does the LHA have in authorising the return of these routes to public use and for CCC to maintain?
- Might be worth including a reminder to NR that **new accesses that solely serve the station should be under the control of the station operator**. CCC will not typically adopt access routes. Network Rail should be aware that none of the pathways crossing Hobson's Park, into which their western station accesses appear to link, are Public Rights of Way.
- Any design for works in the **areas where proposed works meet the highway** should be checked with the LHA before commencement. Any works done in these areas should be certified by the LHA owing to the impact on the local highway network.
- It is worth pointing out that a PROW (Cambridge Footpath 47) runs along the eastern edge of FCA. Any road or junction improvements on Francis Crick Avenue must ensure that Footpath 47 is not negatively affected.
- If any proposals are brought toward which might affect Footpath 47 at detailed design stage, Network Rail will need to liaise with the County Council Definitive Map team about the changes to the PROW network.
- The Greater Cambridge Partnership is currently considering options for the **improvement of Francis Crick Avenue**, to include provision of a busway link and the possible adoption of the road as highway maintainable by Cambridgeshire County Council. This proposal is likely to impact upon the works for Cambridge South station, including access points and temporary route diversions. It is recommended that liaison with the GCP is maintained in respect of this scheme.

Site Specific – temporary stopping up

- What alternative accesses are proposed while **K1-K2** is temporarily stopped up? (Sheet 3 of deposited plans). Has the need for alternative access been assessed?
- What alternative accesses are proposed while **L1-L2** is temporarily stopped up? (Sheet 1 of deposited plans). Has the need for alternative access been assessed?
- Temporary stopping up of **Y1-Y2 (Genome Path) and Z1-Z2 (NCN 11)** (see sheet 3 of deposited plans) seem acceptable, as an alternative route is proposed to be delivered. However has the safety of the discharge of this route onto the Addenbrookes Road roundabout been considered?
- What alternative route is proposed while **P1-P2 (footpath 198/1)** is temporarily stopped up? (Sheet 5 of deposited plans). Users are forced onto the roadside network of footways rather than an off-road footpath. Users also now have to traverse a live level crossing rather than the relative safety of a bridge. Have the safety implications of this been considered? Any works to alter the surface of the right of way over the bridge, or the accessibility of the bridge, should be agreed with the County Council Rights of Way Officer and Bridges Engineer prior to implementation. Any changes to the route or surface of FP 1 should also be agreed with the County Council ROW Officer prior to completion.
- What alternative accesses are provided while **W1-W2 (NCN 11)** is temporarily stopped up? (Sheet 5 of deposited plans). This is a key cycle link between The Shelfords and south Cambridge, particularly the Addenbrookes campus. Closing it for an indeterminate period of time with no alternative route does pose problems, to my mind. An alternative cycle route into Cambridge is available via Cambridge Road (A1301), but do we need to press this point with NR?

Ecology

Biodiversity

We note Network Rail's commitment to deliver 10% biodiversity net gain (paragraph 8.5.117, Chapter 8, Env Statement) to be secured through draft condition 20 (NR12). However, given that Cambridgeshire is one of the most biodiversity depleted counties in the county, with less than 10% of land identified as potentially supporting habitats with biodiversity value, and both Cambridge City and South Cambridgeshire District Councils have declared a climate emergency, we seek that the developer look to uplift their target to 20% Biodiversity Net Gain.

While we acknowledge the inclusion of a planning condition for BNG scheme as part of proposed condition 20, we are unconfident this will be delivered, given no details have been supplied and the scheme will result in the loss of priority habitat and the overall loss in biodiversity. In light of this, we consider the scheme will have a significant adverse impact on biodiversity, discussed further below). Consequently, the proposal fails to comply with national and local planning policies:

- NPPF 2021 paragraph 180(d) principle for schemes to secure *"measurable net gains for biodiversity or enhance public access to nature where this is appropriate"* (paragraph 180d).
- South Cambridgeshire Local Plan 2018 policy NH/4 to conserve and protect priority habitat (such as semi-improved neutral / calcareous grassland recorded on the site) and deliver biodiversity enhancement.
- Cambridge Local Plan 2018 policy 70 to protect and enhance priority habitats

Chapter 08 Biodiversity, environmental Statement

8.5.33 We do not support the conclusion that the *"residual effects on grassland will be Not Significant at any level"*. The scheme will result in an overall loss in grassland and is also disappointing that construction compounds have been sited within grassland areas of Hobson's Park.

We do not agree with the assessment *"although overall the habitat creation is less than that lost, the created habitats will be of higher quality"*. The scheme will result in the loss of 3 hectares of grassland habitat of priority habitat (lowland meadow / lowland calcareous grassland) considered of county importance (identified as semi-improved neutral / calcareous grassland, table 8-12, page 8-63). We consider the proposed landscape scheme will not be able to create a higher quality and therefore, a larger area of compensatory grassland habitat is required. This must include compensation for the residual loss of 0.18 hectares of semi-improved calcareous grassland. Therefore, we consider the scheme to result in the overall loss of grassland habitat and consider the effect to be permanent significant adverse (minor) at the local-county level.

Biodiversity Net Gain

8.5.113 Confirms that the scheme will result in a 4.93% decrease in biodiversity units for area-based habitat.

8.5.117 States that Network Rail *"are committed to achieving 10% net gain and as such, the effect will be Significant Beneficial at the local level"*. While there is suggestion of purchasing additional land or biodiversity units from third party landowners, no off-site compensatory habitat scheme has been supplied as part of the TWAO application. Furthermore, the current scheme design will result in a NET LOSS in area-based habitats units by 4.93% (paragraph 8.5.113), including the loss of habitats of county importance (species-rich neutral grassland and species-rich calcareous grassland).

We therefore consider that the loss of BNG is considered to be a minor significant adverse impact at the local-county level, given that habitats of both local and county importance will be lost.

NR12 Request for Deemed Planning Permission

We support the inclusion of proposed planning conditions for green roof (20), lighting (24) and landscape (25-29).

Proposed Condition 12. Ecological Method Statement (EMS), page 6, Schedule 1.

We support the inclusion of the Ecological Method Statement pre-commencement planning condition, which will provide details out how the scheme will protect the biodiversity value and deliver 10% Biodiversity Net Gain. However, we are concerned this will not be achievable, given that the proposed scheme will result in -4% loss in Biodiversity Net Gain (paragraph 8.5.113, chapter 8, Env Statement) and no evidence of a tangible off-setting scheme has been supplied. Furthermore, no biodiversity off-setting site is shown within the within the Deemed Planning Drawings and therefore, we are unclear how the delivery of BNG can be achieved through the TWAO process.

In addition, we request a revision of the wording of 12(a) to reflect the recent publication of the Defra metric version 3.0:

Current wording to condition 12 (page 6, Schedule 1): “(a) Biodiversity Net Gain report, demonstrating BNG best practice and minimum 10% BNG (to include DEFRA metric V2 calculations and assumptions made)”.

*Proposed change to condition 12 (page 6, Schedule 1): “(a) Biodiversity Net Gain report, demonstrating BNG best practice and minimum 10% BNG (to include DEFRA metric **V3** calculations and assumptions made)”.*

NR13 Deemed Planning Drawings

158454-ARC-ZZ-ZZ-DRG-LEP-000002 P01 – Deemed Planning Drawings Existing Site Plan Sheet 1 or 2

The key shows “Local Environment Management Plan (LEMP)” (area shown in orange stripes) which is incorrect terminology. This area is a Landscape and Ecological Mitigation area, for the Cambridgeshire Guided Busway.

Current wording: key – orange stripe “Local Environmental Management Plan (LEMP)”

Proposed wording: key – orange stripe “Landscape and Ecological Management area (Cambridgeshire Guided Busway)”

158454-ARC-ZZ-ZZ-DRG-LEP-000101 PO1 – Deemed Planning Drawings Parameter Plans Land Use and Landscape

The key shows “Local Environment Management Plan (LEMP)” (area shown in orange stripes) which is incorrect terminology. This area is a Landscape and Ecological Mitigation area, for the Cambridgeshire Guided Busway.

Current wording: key – orange stripe “Local Environmental Management Plan (LEMP)”

Proposed wording: key – orange stripe “Landscape and Ecological Management area (Cambridgeshire Guided Busway)”

Access to Hospitals (Addenbrookes, Children’s and Papworth) from the Railway Station

It is noted that in the Design and Access Statement NR15 2.3.8 that it is stated that Addenbrooke’s Hospital Bus Station is approximately a 10-minute walk from the site.

We would welcome more information around the proposed linkages between the station and Addenbrookes Hospital because not all using the new station and hospital will be able to walk for 10 minutes and access arrangement need to be put in place to ensure that all using the station can access the hospital site. It is understood that there is currently no bus stop provision within the station plans. The closest bus stop to the station will be on Francis Crick Ave around 200m from the station entrance, given the length of trains the walk from the carriage to this bus stop could be significant. It is vital that Network Rail work with partners to ensure a suitable solution is implemented to coincide with the opening of the station.

Access to the station

It is welcomed most of the access to the station is expected to be by active travel modes, but consideration needs to be taken of the impact that those arriving by car drop off/collection, bus and taxi and their impact on the local road network. Network Rail needs to ensure that the drop off / collection points are of sufficient capacity to cater for future demand but also balance this with a need to encourage sustainable access to the station. If the capacity of drop of point is not correct there could be adverse impacts on the local road network and residential areas, potentially affecting bus services. The County Council would be interested to know how Network Rail is going to manage this and monitor the situation on the local road network and if required mitigate any negative impacts.

The County Council agrees with comments made by South Cambridgeshire District Council <https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=9276&Ver=4> with reference to Movement and Access these are copied below:

Movement and Access

The new station proposal has been organised to pick up on pedestrian and cycle movements from the east and west, and effectively ties into existing movement networks. The forecourt space on the east side of the proposals will form the main entry and exit to the station and accommodates passenger pick up and drop off facilities with a limited number of disabled parking bays. The station will integrate with the emerging Cambridge South East Transport (CSET) proposals on Francis Crick Avenue. The forecourt to the west is for pedestrian and cycle access only with a main pedestrian and cycle route linking across from Trumpington to the station across Hobson's Park. The proposed circulation responds to the likely key pedestrian and cycle movements and accommodates limited motor vehicle movements to the east side of the scheme.

In pre-application discussions, it was considered best to deliver a segregated pedestrian and cycle route in response to the likely pedestrian and cycles flows and to follow advice within LTN 1/20 Cycle Infrastructure Design. Notation on the Parameter Plan 1: Access and Movement refers to 'Proposed New Pedestrian and Cycling Access' but it is recommended this is amended to read

‘Proposed segregated new pedestrian and cycle access’. Some local leisure routes will be adjusted to fit in with the circulation patterns within Hobson’s Park.

There is need to ensure that active travel modes access to the station is compliant with LTN 1/20.

Cycle Parking and Infrastructure.

There is a need to ensure that cycle parking at the new station is secure, convenient and has sufficient capacity. It is understood that the majority of those using the station cycle parking will be doing so daily but there should be provision for those who need to leave their bikes at the station for longer. Given the likely demand for cycle parking at the station passive provision should be made to allow for easy and quick expansion in the future. Given cycle thief in Cambridge security of both daily and longer term bike parking is key.

The County Council agrees with comments made by South Cambridgeshire District Council <https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=9276&Ver=4> with reference to Cycle Infrastructure these are copied below:

Cycle infrastructure

The proposal includes 1,000 cycle parking spaces to serve the station. This has been calculated based on the predicted modal share and assuming most passengers would make a return trip on the same day, and that there would be enforcement of non-rail passenger cycle parking. It concludes that there would be a surplus of 200 spaces. The predicted trip generation, modal share and number of cycle parking must be by the Cambridgeshire County Council Transport Assessment Team. The agreed minimum number of cycle parking spaces must be secured through a condition. We request sight of the Highways Authority’s comments prior to determination. The cycle parking must be secure and a cycling management plan must be put in place to ensure the safety and security of the cycle parking facility. This is necessary in order to ensure high quality cycle parking to promote cycling among station users, and to avoid overspill cycle parking in the CBC. For these reasons, the drafted condition 19 is not supported and revised wording has been recommended.

The proposed temporary diversion of the NCN 11 route during the construction works should be of minimum duration and with suitable diversions in place, which should be consulted on with local cycling groups. The timing of the construction works affecting cycle routes should carefully consider the Greater Cambridge Partnership’s proposed Sawston Greenways route on the existing Genome Path between the Cambridge Biomedical Campus and Great Shelford to minimise disruption to users.

Station capacity

Given the likely future use of Cambridge South Station it is vital that the station has the correct capacity to cater for future demand. Given, the planned growth at the Cambridge Biomedical Campus (CBC), CBC 2050 vision <https://www.cbc-vision.co.uk/s/Full-CBC-2050-Vision> , the Greater Cambridge Partnership target for reducing motor traffic

<https://www.greatercambridge.org.uk/greater-cambridge-sustainable-travel-programme> and the need to decarbonise transport and the role rail and public transport has to plan in it. There is going to be significant demands placed on Cambridge South Station. We suggest that Network Rail carry out scenario testing for different growth levels TAG Unit M4 <https://www.gov.uk/government/publications/tag-unit-m4-forecasting-and-uncertainty> provides advice on this.

It should also be noted that although the Covid-19 pandemic is expected to reduce demand for travel to work the CBC site is different to some other employment sites, in that a large amount of work carried out needs specialist equipment which cannot be used at home. Moreover given the hospitals on site there will be many visitors to the site for in person appointments.

The growth rates used in the Transport Assessment for the station between 2031 and 2043 is assumed to be 1.3% given the local context a much higher rate should be used.

Given the constrained nature of the site any future expansion will be both costly and disruptive. Therefore the County Council would welcome assurance that the design capacity is sufficient for future use and that passive provision has been designed for any potential future expansion.

Climate Change and Energy Investment Unit Comments

Comments on Chapter 10 of the Environmental Statement

10.2.2 – There is no reference to Cambridgeshire County Council's Climate Change and Environment Strategy <https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/climate-change-and-environment-strategy> only the South Cambridgeshire District Council (SCDC) Strategy. Would be helpful to see how the County Council Strategy is acknowledged as a key regional policy within the context of the proposal as all responses are only in the context of the SCDC Strategy.

The County Council welcome that position stated in 10.2.28 that all GHG emissions are considered significant.

10.4.6 - While the County Council agree that the carbon reduction plan linked to the operations of the station will be led by a third party, the fabric and technologies incorporated into the building during construction fundamentally affect the ability for any third party to reduce emission and County Council welcome statement at 10.4.6 that approached to minimise energy consumption are still considered within the scheme design. However, it is disappointing to see no commitments to constructing to specific energy efficiency standards (for example BREEAM) and that incorporation of low carbon energy sources is not committed. While at this stage we might not expect granular detail regarding the design we would still expect the specification to already be committing to such measures, especially given the comparative difficulty of retrofit compared to installation during construction.

10.5.3 – While the County Council welcomes that the carbon impact has been compared against the latest 6th carbon budget, in line with the then recommended (now legislated) carbon reduction of 78% by 2035, we feel this is a flawed approach given any proposal will be insignificant when compared to national GHG budgets. Instead a local emissions budget would provide a more appropriate comparator, and also provide greater alignment with the Paris Agreement.

Appendix B Cambridgeshire County Council Holding Objections to The Network Rail (Cambridgeshire South Infrastructure Enhancements Order).

My ref: CSS TWA 020821
Your ref:
Date: 2nd August 2021
Contact: Chris Poultney
Telephone:
E Mail: Chris.Poultney@Cambridgeshire.gov.uk



Place and Economy
Transport, Strategy and Funding

Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Box SH1310
Shire Hall
Cambridge
CB3 0AP

By email only to: transportinfrastructure@dft.gov.uk

THE NETWORK RAIL (CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS) ORDER

Dear Transport Infrastructure Planning Unit,

This letter is sent by Cambridgeshire County Council (the Council) in relation to the Council's own interests and also on behalf of the interests of the Greater Cambridgeshire Partnership (GCP).

The Council and GCP would like to state their in-principle support for the Order. The Council and GCP note the benefits of the proposed Order and its inclusion within the wider Cambridgeshire & Peterborough Combined Authority Local Transport Plan.

However, please accept this letter as an objection to the Order by the Council and GCP. This objection is on the basis of ensuring that the Council and GCP's positions are protected. The Council and GCP hope that any concerns raised in this letter can be resolved with Network Rail Infrastructure Limited (Network Rail) allowing the objection to be withdrawn.

The Council's Objection

The Council is concerned that the proposed Order may impact the Council in its execution of functions as the owner and operator of the Cambridgeshire Guided Busway as approved through the Cambridgeshire Guided Busway Order 2005 (the Busway) and as highway authority. The Council raises these concerns without prejudice to any other matters the Council may need to raise in relation to this Order, and in any other capacity they may have.

Notably, the Council is concerned regarding the impact of the Order on its property in the following manner:

1. Compulsory acquisition powers over plot numbers 004a and 004c – these areas lie directly under the Busway track;

2. Temporary possession powers over plot 004 – this is a large area and covers a significant part of the Busway track; and
3. Compulsory acquisition of plot 031 - “to install soil nails and anchors together with associated ground stabilization works to support the proposed retaining wall of the Cambridge Guided Busway, situated to the west of Francis Crick Avenue”.

As is evident, the proposed powers to be exercised over these plots of land may have a significant impact on the infrastructure and operation of the Busway and the provision of bus services using the Busway. The Council therefore objects on this basis and reserves its position in this respect, pending conclusion of satisfactory agreements with Network Rail and the agreement of changes to the draft Order.

The Council also has concerns regarding the highway network for which it is the appropriate authority. The Council would like to reserve its position on the impact the Order may have on the highway network in this regard.

The Council therefore believes it necessary to seek protection over its assets and in relation to its duty as the operator of the Busway and highway authority. The Council is hopeful that satisfactory amendments to the draft Order (in particular Protective Provisions) and the completion of a related agreement will address the Council's concerns allowing it to withdraw its objection at the earliest possible opportunity.

GCP's Objection

GCP is a local delivery body consisting of four partners: Cambridge City Council; Cambridgeshire County Council; South Cambridgeshire District Council; and the University of Cambridge. The delivery body was formed to implement the City Deal, agreed in 2015 and 2020 respectively. Amongst other things, the City Deal is funding the Cambridge South East Transport project (CSET).

It is intended that an application will be made to the Department for Transport (**DfT**) for a TWAO to construct the CSET Scheme under the Transport and Works Act 1992 accompanied by a request for a Planning Direction under Section 90 (2A) of the Town and Country Planning Act 1990.

CSET will provide a new public transport route between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford and Great Shelford, a new travel hub near the A11/A1307 junction with connections to Babraham, the Babraham Research Campus and Granta Park and a new active travel path for walkers, cyclists and horse riders along the new public transport route. CSET forms part of the Cambridgeshire & Peterborough Combined Authority Local Transport Plan.

It is envisaged that there will be considerable overlap between the construction periods and land required for both the Order and CSET Scheme.

It is therefore of critical importance that Network Rail works collaboratively with the GCP to ensure that both schemes can be brought forward together, and sympathetically designed to accommodate one another to ensure that that can happen.

The GCP's support for the Scheme is conditional on an agreement with Network Rail in respect of the following points;

1. Land Requirements

- a) GCP requires an agreement with Network Rail to ensure both schemes are in agreement in respect of the powers required to ensure that both schemes are co-ordinated in seeking to acquire the permanent or temporary land or rights, and alterations to streets provided for in schedules 2 to 9 of the Order.
- b) A better understanding of Network Rail's intended use of the Genome Path is required. Network Rail has advised that works to the Genome Path are not required for the delivery of its scheme. An agreement between GCP and Network Rail is required as to the status and requirement of the Genome Path throughout the construction of the Network Rail scheme.
- c) Clarification is required from Network Rail in respect of land required for site access, including access to Network Rail's works compound, and access to Francis Crick Way. Agreement is required with Network Rail in respect of which rights are required over Francis Crick Avenue.
- d) Agreement is required in respect of ownership and management rights to clarify what rights are needed from each other for each respective schemes and who will obtain the benefit of those rights.

2. Design

- a) It is critical to the CSET Scheme to understand and reach agreement with Network Rail in respect of how both schemes overlap on Francis Crick Avenue.
- b) Agreement is needed with Network Rail in respect of the provision of:
 - Biodiversity Net Gain across the two schemes.
 - The location of attenuation ponds and landscape and drainage requirements for both schemes, and how these can work together and to ensure the correct land take is sought for each scheme.
 - The construction programmes for each scheme to complement each other and avoid duplication of works and unnecessary disruption to neighbouring businesses and the public where scheme layout overlaps.

It is GCP's position that the Scheme may proceed based on the points listed above being reconciled with Network Rail, and agreement reached.

GCP hopes that work on a Statement of Common Ground (and associated agreements) will continue to progress in addition to satisfactory amendments to the draft Order (in particular Protective Provisions) being made in order to address the GCP's concerns and allowing it to withdraw its objection at the earliest possible opportunity.

The Council and GCP look forward to discussing these issues with Network Rail.

We look forward to hearing from you further in due course; please direct all correspondence to the above address.

Yours sincerely

Chris Poultney

Transport Strategy Manager

For and on behalf of

Cambridgeshire County Council

Road Safety Schemes 2021

To: Highways and Transport

Meeting Date: 7 September 2021

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2021/044

Outcome: To agree road safety schemes to be delivered in 2021/22.

Recommendation: The Committee is asked to:

- a) approve the capital programme of Safety schemes for 2021/22 outlined in Appendix A.
- b) agree the preferred safety solution for Wheatsheaf Crossroads to be developed and work with partners to identify the required funding (2.5)

Officer contact:

Name: David Allatt

Post: Interim Assistant Director of Highways and Transport

Email: David.allatt@cambridgeshire.gov.uk

Tel: 07411 962 132

Member contacts:

Names: Councillors P McDonald and G Bird

Post: Chair/Vice-Chair

Email: peter.mcdonald@cambridgeshire.gov.uk

gerri.bird@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

- 1.1 This paper outlines how road safety schemes are currently identified, the number of schemes that are in the pipeline, and specific funding issues relating to schemes identified for the current programme.

Site Identification Criteria

- 1.2 A list of collision 'cluster sites' is generated on an annual basis, usually in June, based on the most recent 3 calendar year period (i.e. 2020 list uses 2017-19 data). A location will be added to the list if it has a record of 3 collisions resulting in fatal or serious injury (KSI) or 6 slight injury collisions at a junction or within a 100m length. There are 45 sites on the most current list (2020), the majority of which are in Cambridge City. These sites are listed in priority order based on a weighted score using collision severity.
- 1.3 The above is based on the criteria for single junctions and 100m sections. A separate analysis is planned which will identify high risk routes or longer sections. At present routes are analysed manually based on a high number of KSI collisions over a longer length (e.g. A142 Chatteris to Ely) or highlighted by national reports (e.g. <https://roadsafetyfoundation.org/project/looking-back-moving-forward/>).

2. Main Issues

Pipeline and Funding

- 2.1 The Road Safety Budget is currently £594k per annum. This covers design and investigation for future schemes, as well as scheme delivery. Due to the cost and complexity of schemes, in many cases design and delivery cross over two or more financial years. Appendix A lists the proposed programme of capital safety schemes for 2021/22.
- 2.2 The 2021/22 budget is mostly allocated to the Swaffham Heath Road scheme for which land purchase is already in progress. Remaining budget would go towards any necessary works on Puddock Road and the Wheatsheaf crossroads scheme which has presently has £500k CIL funding secured for signalisation, through options are being assessed. Current schemes, with those already allocated funding listed first, are:

- 2.3 **Swaffham Heath Road** – budget £700k (across 20/21 and 21/22 financial years)

This is a straight through crossroads with a record of high severity injury accidents (6 serious and 4 slight injury accidents between Jan 2015 and Dec 2020). Lower cost measures have been installed in the past including bollards to increase junction conspicuity, rumble strips and improved signage. Unfortunately, this has not resulted in a reduction in casualties.

The junction is now to be realigned to create a stagger between the north and south arms. This will remove any 'see through' on the side road approaches and remove the potential for drivers to misread the junction and pull into the path of an oncoming vehicle.

Construction was due to be started at the end of the 20/21 financial year but was delayed

due to Covid, resource issues and the land purchase. The land purchase is currently in process and the design is substantially completed.

2.4 Puddock Road – cost TBC dependent on options and any outcome from Coroner's inquest

The 2.5km single-track stretch of Puddock Road heading south from Fortyfoot Bank has seen 4 fatal collisions where a vehicle left the road and entered the adjacent drain. The Council has been named as an interested party in the inquest into the 2020 fatality by the Coroner.

Outline options have been developed, with survey work being undertaken to determine if severing the route is appropriate, as it is used as an alternative to the main routes via Ramsey or Chatteris.

Currently assessing with a view to using fatals funding

2.5 Somersham Road/B1040 Crossroads (aka Wheatsheaf crossroads) – est. cost £2m

This junction saw 20 injury collisions between January 2015 and December 2020 including 2 fatal and 2 serious injury collisions. The fatal and serious collisions all occurred in 2019 and 2020 and the Council has been named as an interested party in the inquest into the 2020 fatality by the Coroner. Improvements to lining and road marking were installed in 2016. At that time junction was very low on the cluster site with 6 slight injury collisions in the most recent 3 calendar year period.

In Spring 2019 an options report was commissioned for three crossroads locations on the cluster site list: Wheatsheaf crossroads (B1040); Swaffham Heath Road crossroads (A1303); Boot's Bridge (B1198). Swaffham Heath Road was highest on the cluster site list at the time so was progressed to design.

Following the fatal collision at Wheatsheaf in 2019, work was started to develop a scheme based on the initial options report. This suggested traffic signals may be an appropriate treatment, however further study showed that they could not be delivered within the existing footprint of the junction and that the cost would be significantly higher than initial estimates suggested.

A detailed options appraisal has now been completed looking at a roundabout, traffic signals and a staggered junction. The report includes high level costings, which take account of base capital and operating costs, and associated risks.

In all cases, the detail of the scheme, programme and costings will need to be further worked up. Each option will require land, and this will need to be factored into the cost and programme.

A traffic signals feasibility design was completed alongside the options report to secure £500k CIL funding from Huntingdonshire District Council. However, a different option may need to be progressed, and this would necessitate further discussions with Huntingdonshire District Council officers about the use of this funding.

Fibre optic cable in the verge will result in the scheme costs increasing significantly and it is

likely that a sum in the region of £2-£4 million will be required, depending on the option progressed.

A summary of the report is provided as Appendix C. The conclusions of the report are as follows:

An economic assessment has been undertaken to compare the operational and accident benefits of each option to the scheme cost, generating a scheme BCR. The change in delay at the junction from the capacity models was used to quantify the values of time and vehicle operating costs which informed the scheme BCR. Accident benefits have also been quantified using CoBALT and inform the scheme BCR.

To calculate the BCR, the scheme costs are compared to the change in cost of delays and accidents, showing if the scheme offers value for money (i.e., the monetised delay and accident benefits outweigh the scheme cost). The recommendation from the report is:

All the schemes provide a positive Value for Money outcome. **Overall, it is estimated that the proposed Staggered junction is the best performing of the three schemes, with a BCR of which falls in to the 'Very High' value for money category.**

All options are expected to provide accident benefits; however, the Roundabout and Signalised Junction options are expected to create operational disbenefits, resulting in increased delay and journey times.

Appendix D provides a comparison between signals and a stagger, and provides detail of how a stagger improves road safety.

Members are asked to confirm the preferred approach, mindful of the Milestone Business Case work, it is recommended that a Staggered Junction is pursued, subject to design/funding.

2.6 **A10** – est. cost £850k (initial work only)

Between January 2015 and December 2020 there were 119 injury collisions between Milton and Ely. A route study has been carried out and measures have been identified to provide consistent route, junction and hazard warning signing; improve road markings and removal of vegetation. A speed limit review has also been undertaken. These works are expected to cost £850k.

In addition to this, junction improvements at Denny End Road, Waterbeach, and Humphries Way, Milton need to be developed, as they are both individual cluster sites.

Future Schemes to be developed Some delivered through Minor Works

2.7 **Ramsey Road/Huntingdon Road/School Road crossroads** (aka Broughton crossroads) – est. cost £250k

Broughton crossroads has been on and off the cluster site list over a number of years. Another straight-through crossroads, a scheme has been designed to alter the layout

slightly but with minimal land purchase. The scheme has not been progressed to delivery due to other high-priority schemes above.

Scheme Identified but Lower Priority

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

3.2 A good quality of life for everyone

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

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

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

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

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

3.5 Protecting and caring for those who need us

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

4. Significant Implications

4.1 Resource Implications

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

- The required resources have been made available to deliver the programme of projects, which will be funded from the Highways capital budget.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

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

- Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to “prepare and carry out a programme of measures designed to promote road safety...

must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, **take such measures as appear to the authority to be appropriate to prevent such accidents**, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.” [bold formatting added by author for emphasis]

4.4 Equality and Diversity Implications

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

- Residents in lower Index of Multiple Deprivation (IMD) quintiles are at higher risk of being involved in a collision as are younger drivers.
- Older drivers are more likely to sustain serious or fatal injuries in collisions due to their frailty.
- An Equality Impact Assessment screening form for the selection of road safety schemes can be found in Appendix B.

4.5 Engagement and Communications Implications

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

- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

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

- Road traffic collisions have a significant burden on health services.
- Public Health indication 1.10, KSI casualties per 100,000 population, is currently red for Cambridgeshire across all districts.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: There are no significant implications within this category

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

Neutral Status:

Explanation: There are no significant implications within this category

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

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

Neutral Status:

Explanation: There are no significant implications within this category

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swann

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

Name of Legal Officer: Fiona McMillan

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

Name of Officer: Elsa Evans

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

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes or No

Name of Officer: Iain Green

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

Name of Officer: Sheryl French

5. Source documents guidance

5.1 Source documents

List of Road Safety schemes for delivery in 2020/21
Equality Impact Assessment screening form
Milestone Option Report

5.2 Location

List of Road Safety schemes for delivery in 2020/21 – Appendix A
Equality Impact Assessment screening form – Appendix B
Milestone Option Report – Summary: Appendix C: Full document available on request

PROPOSED ROAD SAFETY SCHEMES 2020/21

	Parish/Town	Street	Location	Works	Budget 2020/21	Budget 2021/22
EAST						
A1303	Swaffham Bulbeck	Crossroads	A1303/Swaffham Heath Rd	Junction improvements to stagger the crossroads – works to be completed across 2020/21 and 2021/22 financial year	£500,000	£200,000
HUNTS						
B1040	Woodhurst	Crossroads	Somersham Road/Wheatsheaf Road	Signals or stagger - TBC	TBC	
COUNTY WIDE						
	County wide	Minor Improvements	Various	Cluster sites, fatals and non-injury potential for high severity	£50,000	
	County wide	Advanced design	Various	AIP, design for future years	£44,000	
				TOTAL	£594,000	

APPENDIX B

Equality Impact Assessment screening form for Road Safety Schemes

Equality Impact Assessment – Screening Form

For employees and/or communities

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Highways, Highway Projects and Road Safety		Name:	Matt Staton
Proposal being assessed:		Job Title:	
Road Safety Schemes 2020/21		Contact details:	Matt.staton@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)		Date commenced:	
		Date completed:	
Key service delivery objectives:			
<p>Each year the road collision and casualty data for the preceding 5-year period is collated and analysed, including the latest collision cluster site list for the county. The cluster site list comprises sites where there have been at least 6 reported collisions involving personal injury or at least 3 involving a fatality or serious injury within 100m in the preceding 3 full calendar years.</p> <p>These sites are then subject to investigation by the road safety team and interventions identified to address the causes of collisions at these sites.</p> <p>Identified schemes are put forward to Highways and Infrastructure committee for approval within the £594k budget identified for road safety capital schemes.</p> <p>This includes an element of funding for design of schemes for future years and to address any issues identified in-year as a result of fatal collision investigations.</p>			
Key service outcomes:			
Reduction in road casualties			
What is the proposal?			
The proposal is to introduce schemes at the identified locations to reduce the risk of personal injury collision, in particular collisions resulting in serious injury or death.			
What information did you use to assess who would be affected by this proposal?			
Road casualty and collision data, including demographic profiles of those involve			
Are there any gaps in the information you used to assess who would be affected by this proposal?			

Information is limited to those meeting the definition outlined in the [Department for Transport's STATS 20 guidance](#):

All road accidents involving human death or personal injury occurring on the Highway ('road' in Scotland) and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road accidents than that used in Road Traffic Acts.

Information on collisions not resulting in serious injury is unreliable in its consistency, and while anecdotal reports of incidents can prove useful once a site is identified for investigation these are not used in the identification of sites to enable a more consistent approach to be applied. It is however recognised that collisions resulting in slight injury are also significantly underreported, particularly those involving cyclists.

Who will be affected by this proposal?

The proposal will affect all road users at these specific locations, but will have a disproportionate impact on those residents in the local area or those that use the routes for regular journeys.

It is expected that the changes made will improve the situation for these road users with reduced risk of being involved in a road traffic collision at these locations.

Section 2: Identifying impacts on specific minority/disadvantaged groups

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

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

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

Next steps:

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

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

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

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

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

		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	While younger and older road users are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
2	*	Disability	While road users with disability are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group
3	*	Gender reassignment	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
4	*	Marriage and civil partnership	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
5	*	Pregnancy and maternity	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
6	*	Race	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
7	*	Religion or belief (including no belief)	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
8	*	Sex	While male road users are more at risk of involvement in a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

9	*	Sexual orientation	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
10		Rural isolation	While rural residency has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
11		Poverty	While poverty has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

Section 4: Approval

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

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

Name of person who completed this EIA:	Matt Staton
Signature:	Signature removed for publication
Job title:	Highway Projects & Road Safety Manager
Date:	06/08/2021

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

Name:	David Allatt
Signature:	Signature removed for publication
Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Interim Assistant Director: Transport Strategy & Network Management
Date:	27/08/2021

Appendix C –Extract: Summary Section from Milestone Report

9. Summary

9.1 Introduction

9.1.1 CAPITA Real Estate and Infrastructure (CAPITA) has been appointed by SKANSKA on behalf of Cambridgeshire County Council (CCC), to undertake transport planning analysis work at the B1040 Bluntisham junction. The junction has been identified as having a high accident rate and this study aims to look at feasible improvements.

9.1.2 There are three proposed layouts for the junction including:

- Staggered crossroads
- Signalised crossroads
- Roundabout.

9.1.3 The study aims to model the three proposed schemes in terms of delays and accidents and provide a benefit cost ratio (BCR) for each scheme.

9.2 Approach

9.2.1 An economic assessment has been undertaken to compare the operational and accident benefits of each option to the scheme cost, generating a scheme BCR.

9.2.2 The change in delay at the junction from the capacity models was used to quantify the values of time and vehicle operating costs which informed the scheme BCR.

9.2.3 Accident benefits have also been quantified using CoBALT and inform the scheme BCR.

9.2.4 To calculate the BCR, the scheme costs are compared to the change in cost of delays and accidents, showing if the scheme offers value for money (i.e., the monetised delay and accident benefits outweigh the scheme cost).

9.3 Data Collection

9.3.1 Due to COVID and the resulting change in traffic flows, recent surveys undertaken in 2020 were utilised alongside available historical data from 2019. Data collected includes Manual Traffic Counts (MCC - 08/09/20), Automatic Count Data (ATC - 08/09/2020-14/09/20 and 15/07/19,18/07/19 and 19/07/19) and 5 year accident data (2015-2019).

9.4 Traffic Flows

9.4.1 The traffic flow profiles for the AM, PM and Inter Peak periods were calculated using the MCC data. The AM Peak is 07:30 – 08:30, the PM Peak is 16:30 – 17:30 and the Inter Peak is 14:00 – 15:00.

9.4.2 The ATC traffic data for each site was compared to the survey day MCC traffic flows for the AM, PM and Inter peak periods, to ensure that the survey day was representative of typical

traffic. Historical ATC data was provided by CCC in order to compare traffic volumes before and after Covid-19 restrictions at the Bluntisham junction. The ATC data was for the B1040 north on Monday 15th, Thursday 18th and Friday 19th July 2019. There was a significant difference between the 2019 and 2020 data. In order to accurately model the traffic flows, the 2020 traffic was factored to establish new 2020 flows at the junction.

9.4.3 The following future year flows have been modelled:

- 2021 – Scheme opening
- 2026 – 5 years after Scheme opening
- 2031 – 10 years after scheme opening.

9.4.4 To develop the future year flows, the 2020 flows have been utilised and a growth factor applied by using a TEMPro (Trip End Model Presentation Program) growth factor for Huntingdonshire.

9.5 Accident Data

9.5.1 Personal injury accident (PIA) data within the vicinity of the proposed site has been reviewed for the most recent full five-year period, covering 2015 to 2019. In summary, there have been sixteen accidents at the junction, thirteen minor accidents, two serious and one was fatal. There were an additional 13 accidents on the links to the junction. Most of the accidents involved were vehicular, and only one accident involved a pedestrian. The most serious accident was a fatal accident in November 2019 and involved a minibus with 20 casualties. There have been no accidents involving pedal cycle casualties within study area.

9.6 Proposed Scheme

9.6.1 To model the three proposed schemes traffic modelling was undertaken for the AM, Inter and PM Peaks. The following modelling software was utilised:

- Existing crossroad junction – Junctions 12 software
- Proposed staggered junction – Junctions 12 software
- Proposed roundabout - Junctions 12 software
- Signalised crossroads - LinSig v3 software.

9.7 Existing Crossroads

9.7.1 In the AM Peak in all future years the existing layout is expected to operate within capacity. In the PM Peak the east arm, Wheatsheaf Road, is at capacity in 2020 but predicted to be over capacity from 2021 onwards. Overall, in the PM Peak the junction is expected to operate within capacity.

9.8 Proposed Staggered Junction

9.8.1 In all peaks the staggered junction is expected to operate within capacity. However, in the PM peak in 2031 the Wheatsheaf Road approach shows a 'LOS E', indicating that the approach is expected to operate at capacity by then.

9.9 Roundabout

9.9.1 In the AM and PM Peak, the roundabout is expected to operate over capacity, with the B1040 north arm over capacity in the AM Peak and the B1040 south arm over capacity in the PM Peak. This is likely to be due to the heaviest flow on the B1040 having to give way to the side roads. Although the layout has 2-lane flares, the majority of traffic is travelling ahead and is all in one lane.

9.10 Signalised Junction

- 9.10.1 The modelling indicates that the proposed signalised junction option would work with positive 'Practical Reserve Capacity' up to and including 2031. By 2031, the modelling indicates that the AM and Inter peak periods will have very high levels of spare capacity, even with all movements demanded every cycle. The PM Peak 2031 model shows a much lower PRC value of 1.4%, at a cycle time of 120 seconds. This would be the maximum normally permissible, although would still usually be acceptable. However, it is close to what is normally considered the capacity limit for a new junction. Delay is still shown as being relatively low in this option. In all modelled scenarios, the queues for right turns were fully contained within the available right turn lane lengths.
- 9.10.2 There is reason to expect that the site would out-perform the model for the signalised junction. All the flows for the minor movements are relatively low. This implies that in most cycles of the signals, at least one of the stages will not need to be served; often more than one will be skipped. Combined with the use of adaptive control, this should mean that the site would operate well within acceptable capacity up to and including the design year, 2031.

9.11 Accident Analysis

- 9.11.1 As part of the economic assessment, an analysis of accidents and their resultant cost has been undertaken for each junction option using COBA-LT (version 2013.02). The assessment is based on comparing the number of accidents across the network in the Do Minimum and various Do Something forecasts by using link and junction characteristics, relevant accident data and traffic flows.
- 9.11.2 The decrease in the predicted number of casualties by severity type over the 60-year assessment period for the study area was assessed. The largest saving in accidents is the roundabout, followed by the staggered junction. The signalised junction has the smallest reduction in accidents.
- 9.11.3 The monetary value of the overall change in accidents would be a benefit of £7.2m for the staggered junction, £9.8m for the roundabout and £6.4m for the signalised junction.

9.12 Economic Appraisal

- 9.12.1 As part of the assessment an economic appraisal was undertaken to calculate the Benefit Cost Ratio (BCR) as follows:
- 9.12.2 Benefit to Cost Ratio (BCR)= (Present Value of Benefits (PVB))/(Present Value of Costs (PVC))

- 9.12.3 TAG Data Book July 2020, v1.13.1 was used for the analysis. Vehicle occupancy, journey purpose and value of time were taken into account in the analysis.
- 9.12.4 All the schemes provide a positive Value for Money outcome. Overall, it is estimated that proposed Staggered junction is the best performing of the three schemes, with a BCR of 4.06 which falls in to the 'Very High' value for money category.
- 9.12.5 All options are expected to provide accident benefits; however, the Roundabout and Signalised Junction options are expected to create operational disbenefits, resulting in increased delay and journey times.

Appendix D: Stagger Vs Signals Comparison

Pros and cons

Stagger	Signals
Pros	Pros
Removes the need to judge drivers in 3 directions by separating movements and therefore it allows driver decision making and removes an element of hesitation.	Increased opportunity to exit side roads
Reduces likelihood of junction overshoots	Removes the need for drivers to judge other vehicle speeds when exiting side roads
Clarifies junction layout is a priority junction and emphasises need to slow/stop even without signage.	Reduces delay on side roads in busy times
Removes temptation to dash across in an unsuitable gap.	
Removes see through that could contribute to misjudgement by drivers unfamiliar with the route	
Cons	Cons
Does not improve opportunities to exit junction	Potential increase in shunt accidents
Drivers must still rely on own judgement.	Potential for intentional red light running or 'amber gambling' (especially for crossing manoeuvres) which could lead to collisions, possibly at high speed and increased severity.
Drivers must make 2 turns to cross the junction.	High speed approaches. If green, drivers will not slow the way they do for a priority junction – if the signals change potential sudden braking and overshoots, shunts or unintentional red light running.
	Risk of drivers racing to the lights before they change – risks as above.
	In quiet times side roads will be on red until a vehicle approaches and then change to green. Drivers may become used to this and not react in time to a change in signal
	Speeds outside peak hours are higher and drivers will require more stopping distance – this may result in overshoots/red or amber light running, sudden braking and shunts. This will be affected by how the signals are set up and the distance at which they detect oncoming traffic.

	Intervisibility between all stop lines cannot be achieved
	Increases delay on main road during busy times
	May increase delay on side roads during quiet times.
	Will need to be lit – carbon targets and environmental issues

The Milestone Report indicates that in this location a Staggered Crossroads would deliver greater collision-reduction benefits than a traffic light scheme.

In terms of historic collisions, key contributing factors were understood to include 'failed to look properly', 'failed to judge other persons path or speed', 'poor turn/manoeuvre' and 'junction restart'. Below is an excerpt from the European evidence synthesis 'Safety Cube'¹ which explains how a staggered arrangement can improve safety, including reducing the risk of the above by making the junction simpler, thus reducing the cognitive demand on drivers.

"1.4.2 How does convert 4-Leg-junction to Staggered Junction affect road safety? Staggered junctions aim to reduce the number of conflict points at junctions. This is because in general 4-leg junctions have higher accident rates than 3-leg junctions, since they have more conflict points between the streams of traffic (Yannis et al. 2012). Junctions with four approaches make higher demands on road user alertness and behaviour than junctions with three approaches (Elvik et al. 2009). Converting 4-leg junctions to staggered junctions eliminates crossing manoeuvres and reduces the number of potential conflicts (Bared & Kaisar 2001). They make the task of crossing the junction simpler for road users (Elvik et al. 2009)."

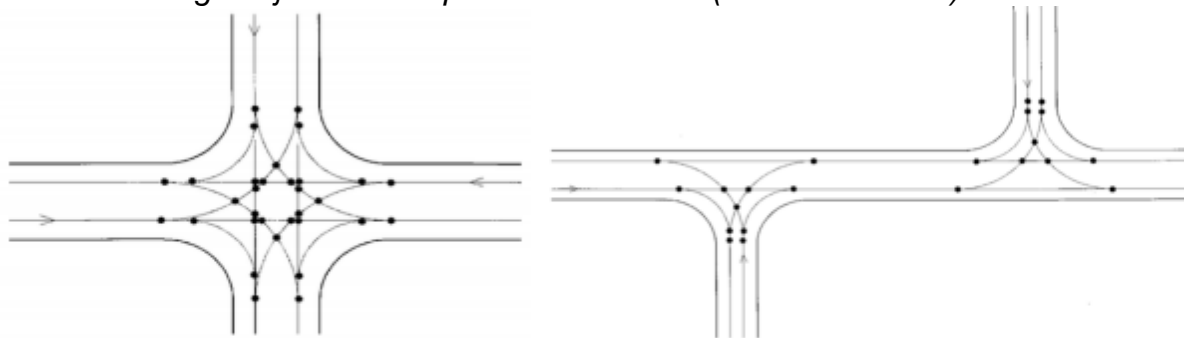


Figure 2. Potential conflict locations at a 4-leg junction (left) and a staggered junction (right) for 2x2-lane junction (Bared & Kaisar 2001)

¹ Soteropoulos, A., Stadlbauer, S. (2017), Convert 4-LegJunction to Staggered Junction, European Road Safety Decision Support System, developed by the H2020 project SafetyCube. Retrieved from www.roadsafety-dss.eu on 25/08/2021

Costs

The Milestone Report includes costs of £3-5m for the options, accounting for operational costs, risks, and optimism bias of 44%. The Report also includes a cost benefit analysis, set out below...

	Staggered Junction	Signalised Junction
Cost	1,870,038	2,771,519
Benefit	363,179	-594,945
Accident Benefit	7,225,000	6,442,500
NPV	5,718,141	3,076,036
BCR	4.06	2.11
Value for Money Category	Very High	High

Note: All entries are present values discounted to 2010, in 2010 prices (£)

Estimated build costs will not be fully understood until detailed design work has concluded. As the detail of the design progresses, it is reasonable to assume that optimism bias can reduce.

Civil Parking Enforcement

To: Highway & Transport Committee

Meeting Date: 7th September 2021

From: Steve Cox - Executive Director, Place and Economy

Electoral division(s): Fenland, Huntingdonshire and South Cambridgeshire

Key decision: Yes

Forward Plan ref: 2021/048

Outcome: To consider the application of Civil Parking Enforcement (CPE) in the Fenland, Huntingdonshire, and South Cambridgeshire districts.

Recommendation: The Committee is asked to:

- a) Authorise Cambridgeshire County Council (CCC) to prepare a Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) application to the Department for Transport for a Designation Order for the introduction of CPE in Fenland, Huntingdonshire, and South Cambridgeshire.
- b) Delegate the approval of Agency Agreements with Fenland, Huntingdonshire and South Cambridgeshire District Councils, a funding agreement with the Greater Cambridge Partnership and the Department for Transport application to the Service Director (Place and Economy), in consultation with the Chair of the Highways and Transport Committee.

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1. Background

- 1.1 Civil Parking Enforcement (CPE) transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority in accordance with the Traffic Management Act 2004.
- 1.2 CPE enables local authorities to effectively manage and enforce on and off-street parking areas to prevent inconsiderate parking, improve access, support local economies and business and contributes to the Council's overarching environmental objective to reduce congestion and improve air quality.
- 1.3 This requires the creation of Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) across the whole of the individual district's administration area (A CEA covers civil parking enforcement of waiting and loading restrictions whilst a SEA includes additional powers to also enforce dropped kerb obstruction and double-parking offences).
- 1.4 To take up these powers, Cambridgeshire County Council (CCC) as the Highway Authority is required to make an application to the Secretary of State via Department for Transport (DfT) for a Designation Order which decriminalises parking enforcement across the whole of the application area. Applications are usually considered by the Secretary of State twice yearly, in April and October.
- 1.5 If the application is successful, CCC will be responsible for both the enforcement and administration of any on-street restriction within the approved CEA and/or SEA. All, or part, of these responsibilities can be delegated to the Districts via an Agency Agreement.
- 1.6 Of the 326 Local Authorities in England, 316 have adopted civil enforcement powers. Of 10 remaining, 4 fall within Cambridgeshire: Fenland, Huntingdonshire, South Cambridgeshire, and East Cambridgeshire. Of the remaining 6, 3 are scheduled to be implemented in Oxfordshire by the end of 2021.
- 1.7 CPE was introduced in Cambridge in 2004. Both administration and enforcement of this area is managed by CCC Parking Services Team.
- 1.8 Fenland District Council (FDC) and Huntingdonshire District Council (HDC) have approached CCC regarding the implementation of CPE across their respective administrative areas and developing parking enforcement policies that support all the Councils' transport policy and strategy objectives. Both Districts have sought and received approval to progress and implement on-street CPE through their own democratic processes.
- 1.9 South Cambridgeshire District Council (SCDC) has considered the issue of CPE and through conversations with the Greater Cambridge Partnership (GCP) they have agreed the GCP would fund the delivery of CPE in South Cambridgeshire. The Greater Cambridge Partnership (GCP) have identified

CPE in the South Cambridgeshire area as one of the measures to manage travel demand in the Greater Cambridge Area. A joint project led by CCC will assess and potentially implement CPE across this administrative area. SCDC have indicated they could support the introduction of CPE across their administrative area once the ongoing cost of a scheme was quantified and budgeted.

- 1.10 This report sets out the legal obligations and framework, a project timeline, resource requirements and future financial implications and risks.
- 1.11 East Cambridgeshire District Council (ECDC) are not currently considering the introduction of CPE. DfT have indicated an application for CPE omitting ECDC would be considered.
- 1.12 For further details on powers and responsibilities which will be transferred from the Police to the Highway Authority in accordance with the Traffic Management Act 2004 visit: [Guidance Manual for the Cambridge Parking Scheme - Enforcement](#).

2. Main Issues

CPE Feasibility Studies

- 2.1 CPE feasibility works have been commissioned by both FDC & HDC, to investigate the feasibility of introducing CPE in Fenland and Huntingdonshire respectively. This will enable FDC and HDC to move away from relying on the Police for enforcement to having the ability to focus enforcement on specific areas such as accessibility, traffic capacity, parking turnover as well supporting other policies in both towns and elsewhere across each district.
- 2.2 FDC and HDC have commissioned RTA Associates Ltd, a company who are experienced in decriminalising parking enforcement, to undertake extensive feasibility studies to cover all aspects of Civil Enforcement including:
 - Legal context
 - Benefit and disbenefits
 - Options for operating CPE
 - Financial implications
 - The CEA/SEA application process
- 2.3 These reports conclude that whilst CPE could be rolled out in both Districts which would address on-street parking non-compliance, it would not be financially viable to do so without on-going funding support. Due to impact that persistent and acute inconsiderate parking has on road safety and accessibility, FDC and HDC have taken steps to secure funding to cover the annual shortfall as well as all associated implementation costs. Ideally, CPE should be cost-neutral to an authority, however this is no longer an application requirement.

- 2.4 The GCP has offered to fund the feasibility work for the South Cambridgeshire area which would be led by CCC in consultation with the GCP and SCDC. Early indications suggest that CPE in the South Cambridgeshire area will not initially be financially viable without on-going revenue support. In principle the GCP has indicated that it would consider providing capital funding to cover all survey and associated implementation costs and on-going financial support to cover any revenue shortfalls for a time limited period (to be negotiated) with the assumption that CCC would consider the introduction of on-street parking charges in south Cambridgeshire, where necessary and financially viable, to help reduce any revenue shortfall.
- 2.5 Further survey work will be commissioned across Fenland, Huntingdonshire and South Cambridgeshire to assess the condition of signs and lines indicating the various parking restrictions. This is a requirement for CPE as without compliant signs and lines enforcement is not possible. FDC and HDC will initiate these surveys once the committee has considered the recommendation made in this report. FDC and HDC will fund this survey work. For South Cambridgeshire CCC will need to initiate this review, in consultation with SCDC and the GCP.
- 2.6 A cross-authority officer working group with representatives from CCC, FDC, GCP and HDC will assess the findings of these studies to establish:
- The level of remedial work (physical work) required to ensure signs/lines are brought up to an enforceable standard.
 - The level of work required to ensure all restrictions are underpinned by TROs.
 - A works programme for remedial works.
 - Agency/funding agreements covering On and Off-street enforcement, administration responsibilities and implementation costs.

On and Off-Street enforcement and administration options

- 2.7 To enable CCC to delegate enforcement and administrative responsibilities, FDC and HDC would need to act as agents to CCC. This would be achieved through independent Agency Agreements which would set out the practicalities of the delegation authority of the respective districts. Should any or all services be outsourced by the districts, FDC and HDC would assume full responsibility for all contractual issues.
- 2.8 Initial feasibility work has outlined 3 models for the delivery of enforcement and administration services necessary for the implementation of CPE. These are:
- a) **In-house** - The provision of an in-house services delivery model which would require a Parking Services Processing Team, Enforcement Team and supporting IT.

- b) **Externalisation** – Externalising all services to an established contractor such as CCC who already has end-to-end process and infrastructure in place.
 - c) **Hybrid** – using a mix of in-house and externalised services.
- 2.9 Initial indications have shown that FDC is favouring externalising the service initially and HDC, as they already have their own parking enforcement service, are looking to expand their current operation to facilitate these new services and responsibilities in-house. It is considered that the most cost-effective model for the South Cambridgeshire area would be to extend the role of the existing in-house CCC parking enforcement service given the proximity of the area to Cambridge and the lack of any existing parking enforcement service within SCDC.
- 2.10 A county wide collaborative parking policy will be required to support parking enforcement across the county, standardising processes where possible but acknowledging there may be the need to tailor processes to address individual districts requirements.

Opportunities and Risk

- 2.11 This joint project supports the later stages of the Covid-19 'recovery' efforts, both in helping to ensure walking, cycling and bus corridors are free from obstructions, but also to manage a potential increase in car travel and the associated issues that can arise.
- 2.12 The flexibility CPE brings will enable the targeted enforcement of problematic parking. It will support the economic growth of market towns and help with the creation of successful, well-functioning new communities. It will help manage some of the conflict around parking, use of cycle paths and footways and help to embed good parking behaviours.
- 2.13 The introduction of CPE also promotes active travel and supports environmental objectives to reduce congestion and improve air quality through proactively managing parking restrictions which will help ensure the highway is safer and clear of obstructions.
- 2.14 There are several risks associated to this project. These include:
 - **Approval** - There is the risk that the application for CPE maybe refused by the Secretary of State. This could be on either technical or process grounds and may result in the requirement to resubmit the application. Using experienced consultants to advise on the process will minimise risk.
 - **Responsibility** - Once the DfT have approved the Designation Order, there is no way to reverse the process. CCC would have to ensure that systems are in place and any resource and financial deficits are covered.

Establishing mutually acceptable Agency Agreements is an integral element of this process and one that mitigates a certain level of risk. This also carries risks as districts could revoke the agreement.

- **Financial** - The districts predicted operational revenue shortfalls may have been underestimated. The forecasted number of Penalty Charge Notices (PCNs) issued may be less than predicted whilst travelling time between areas more. The time taken to get to a cost-neutral position may be longer than expected.

As CCC are to be responsible for the on-going maintenance and upkeep of all the on-street signs and lines across all the districts, the introduction CPE will result in increased maintenance costs.

- **Operational** - Districts may not be ready to take over responsibilities particularly in those districts that are opting for CPE in house delivery model.
- **Project Timelines** - Project timelines are dependent on several elements including application approval, analysis of signs and lines, remedial work and Traffic Regulation Orders and Agency Agreement being in place. Any delays including any changes to existing legislation or the introduction of new legislation, will inevitably result in project timeline slippage.

2.15 Certain responsibilities will remain with CCC these include:

- i. The making of Traffic Regulation Orders (TROs) either as a result of the introduction of new restriction or a change in legislation.
- ii. The overarching on-street Parking/Enforcement Policy.
- iii. Ensure compliance with any new national legislation.

Funding

2.16 FDC have anticipated that the successful outcome of a £400k grant from Cambridgeshire and Peterborough Combined Authority (CPCA) would cover all associated set-up costs including any survey and remedial works. It is not envisaged that CPE will be self-funding, FDC would therefore need to cover an estimated annual operational deficit of between £45k-£75k (depending on the delivery model). Whilst it is accepted that a high level of enforcement would be needed from the onset, less enforcement provision will be envisaged as the scheme embeds and driver behaviour changes.

It is anticipated that CCC will continue to be responsible for the on-going maintenance and upkeep of on-street signs and lines.

2.17 For HDC, capital funding investment would cover all associated set-up costs and revenue funding any survey work. Again, it is not envisaged that CPE will be self-funding. HDC would therefore need to cover an estimated annual

operational deficit of between £70k-£80k (depending on the delivery model). HDC are looking to use their off-street parking account to cover this shortfall.

Again, it is accepted that a high level of enforcement would be needed from the onset, with a gradual reduction in enforcement provision as the scheme embeds and driver behaviour changes.

It is anticipated that CCC will continue to be responsible for the on-going maintenance and upkeep of on-street signs and lines.

- 2.18 For South Cambridgeshire, the GCP has in principle, indicated that it would consider providing funding to cover all the associated scheme implementation costs, including surveys/studies and remedial works along with additional financial support to cover any operational revenue shortfall for a time limited period.

Estimated operational costs will form part of the commissioned feasibility study and any shortfall will need to be agreed with GCP in consultation with SCDC.

- 2.19 The above projected annual operational costs are estimated and, as such further financial modelling will be undertaken once all survey/studies have been completed inform the drafting of the Agency Agreements.

Legal

- 2.20 The Traffic Management Act permits Highway Authorities to apply to the Secretary of State to become CEA or SEAs, usually referred to as a CEA. Once a CEA application is approved, the power to enforce on-street parking restrictions would pass from the Police to the Highway Authority or its agent.
- 2.21 The revenue collected from Penalty Charge Notices (PCNs) for contravention of parking restrictions goes to the Council (or its agent depending on the model implemented) rather than to the Government. It is unlikely that PCN income will generate a surplus, however surplus income from on and off-street parking penalty charges is ring-fenced as defined in Section 55 of the Road Traffic Regulation Act 1984 and may only be used for certain designated highways matters and environmental improvements.
- 2.22 Upon introducing CPE, the local authority must operate its off-street car parks for enforcement purposes, under the Traffic Management Act 2004. The local authority should ensure that all car parks requiring an off-street parking places order have new orders in place before the introduction of CPE.
- 2.23 The Traffic Management Act introduces a process defined by statute for the issue and processing of penalty charge notices which is different to the existing fixed penalty notice system FDC and HDC currently use to enforce its parking areas. The process of application for CEA/SEA is set out in law.

Delivery

- 2.24 Should the request to proceed with an application to the DfT to implement CPE be approved, a full consultation of key stakeholders will be undertaken. If a successful application is made, a formal communications strategy will then be developed to support the implementation of CPE.
- 2.25 An Indicative timetable for implementation is as follows:

Milestone	Date
Committee approval sought in-line with the recommendations of this report.	Sept 21
Draft Agency Agreements	Oct 21 – Jan 22
Approval of Agency Agreement	Feb 22 – Jun 22
Commence review of existing signs, lines, and TROs.	Mar 22 – May 22
Draft application developed for the introduction of CEA/SEA in districts.	Feb 21 – Sept 22
Raise purchase orders & commission remedial works.	Jun 22 – Aug 22
Commence remedial works	Sept 22 – Sept 23
Establish 'Back Office' (Enforcement/processing Team/IT).	Jul 22 – Sept 23
Application submitted to the DfT	Oct 22
Dft Review & parliamentary process.	Oct 22 – Mar 23
Commence the Statutory Consultation process.	Apr 23 – Jun 23
Designation Order created Order and CPE brought into effect.	Oct 23

Summary

- 2.26 It is proposed CCC officers in consultation with HDC, FDC and SCDC prepare a CEA/SEA application to the Department for Transport for the introduction of CPE in Fenland, Huntingdonshire, and South Cambridgeshire.
- 2.27 It is proposed that officers work with partners to draft agency agreements and a funding agreement with FDC and HDC and a funding agreement with the GCP which will, as far as reasonably practicable, mitigate CCC exposure to operational and financial risk.
- 2.28 It is proposed that the Service Director (Place and Economy) be delegated to approve the agreements with FDC, HDC and the GCP, in consultation with the Chair of the Highways and Transport Committee.

3. Alignment with corporate priorities

The introduction of CPE will enable the Councils to move away from relying on the Police for parking enforcement to having the ability to focus enforcement on specific areas. Areas where traffic flow, accessibility, and safety is compromised by persistent obstructive parking and where congestion and air pollution are high and parking turnover is essential to supporting local business.

3.1 Communities at the heart of everything we do

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

- Releases community Policing resources.
- Address persistent, dangerous, obstructive parking to ensure traffic flow and parking turnover.
- Improved access for all who use the highway (including pavements)
- Support the local economies
- Reduce congestion and improve air pollution

3.2 A good quality of life for everyone

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

- Address persistent, dangerous, obstructive parking as well as supporting other policies in both towns and elsewhere across each district.
- Improved access for all who use the highway (including pavements)
- Reduce congestion and improve air pollution

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

There are no significant implications for this priority

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

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

- Address persistent, dangerous, obstructive parking to ensure the free flow of traffic
- Improved access for all who use the highway (inc. footways)
- Reduce congestion and improve air pollution

3.5 Protecting and caring for those who need us

Addresses obstructive parking, improves accessibility and safety for all that use the highway (including pavements).

4. Significant Implications

4.1 Resource Implications

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

- Once CEA/SEA have been approved by the DfT, there is no way to

reverse the process. CCC would need to ensure that systems are in place to provide enforcement and administration services and resource and financial deficits covered.

- Establishing Agency Agreements with the districts will mitigate a certain level of risk. FDC and HDC have indicated they would cover all associated set-up costs and any operational deficit. For South Cambridgeshire, the GCP has indicated that it will cover the associated set-up costs and any operational deficit for a time limited period. Enforcement and administration responsibility could also be delegated to the districts, where appropriate.
- There is the risk that the districts may have underestimated operational shortfalls and that any agency agreement could be revoked.
- Resources would need to be made available by CCC to cover the project management, Policy review, TROs alignment and consultation, drafting and submitting the CPE application and facilitating enforcement and administrative services if required.
- The CCC maintenance budget would need to be reviewed and additional funding sought to cover the on-going maintenance and upkeep of any additional on-street signs and lines.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

Once an CEA/SEA has been approved by the DfT, there is no way to reverse the process. CCC would have to ensure that systems are in place to provide enforcement and administration services and resource and financial deficits covered.

Establishing Agency Agreements with the districts will mitigate a certain level of risk. FDC and HDC have indicated that they will cover all the associated set-up costs along with any operational deficit. For South Cambridgeshire, the GCP has indicated that it will cover the associated set-up costs and any operation deficit for a time limited period.

There is the risk that the districts may have underestimated operational shortfalls and that any agency agreement could be revoked.

4.4 Equality and Diversity Implications

There are no significant implications with this priority. An Equality Impact Assessment is attached in appendix 1.

4.5 Engagement and Communications Implications

In the event we proceed with the implementation of CPE and in-line with DfT recommendations, we will consult the Police neighbouring local authorities

and other interested parties which would include but not limited to Highways England, Emergency Services and the Driver and Vehicle Licensing Agency (DVLA). Consultation will form part of the implementation phase.

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: **Neutral**

Explanation:

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

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: **Positive**

Explanation: CPE enables local authorities to effectively manage and enforce on and off-street parking areas to prevent inconsiderate and obstructive parking which help to keep traffic moving and reduces vehicle emissions.

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

Positive/neutral/negative Status: **Neutral**

Explanation:

Have the resource implications been cleared by Finance?

Yes

Name of Financial Officer: Sarah Heywood

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

Yes

Name of Officer: Henry Swan

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

Yes

Name of Legal Officer: Fiona McMillan

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

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

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

Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

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

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

- TMA Enforcement Manual May 2015
- Fenland District Councils Cabinet report. Meeting date 22nd March 2021, item 7, Civil Parking Enforcements Update.
- Huntingdonshire District Council Overview and Scrutiny Panel report. Meeting date 4th February 2021, item 40, Civil Parking Enforcement.
- Greater Cambridge Partnership Executive Board. Meeting date 18th March 2021, item 2.1, (b)

5.2 Location

[Guidance Manual for the Cambridge Parking Scheme - Enforcement](#)

[Fenland District Council Cabinet Agenda - 22 March 2021](#)

[Huntingdonshire District Council's Overview and Scrutiny Panel - 4 February 2021](#)

[Greater Cambridge Partnership Executive Board - 18 March 2021](#)

Appendix 1

Equality Impact Assessment For employees and/or communities

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Place & Economy		Name:	Nicola Gardner
Proposal being assessed:		Job Title:	Parking Policy Manager
The introduction of Civil Parking Enforcement in Fenland, Huntingdonshire and South Cambridgeshire.		Contact details:	01223 727912
Business Plan Proposal Number: (if relevant)	N/A	Date commenced:	05/07/21
		Date completed:	04/08/21
Key service delivery objectives:			
To make a Civil Parking Enforcement (CPE) application to the Secretary of State via Department for Transport (DfT) which will create Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) across Fenland, Huntingdonshire, and South Cambridgeshire.			
Key service outcomes:			
The effective management and enforcement of on and off-street parking areas across the above-mentioned administrative areas to address habitual inconsiderate parking, support local economies and contributes to the Councils overarching environmental objective to reduce congestion and improve air quality.			
What is the proposal?			
<p>Currently parking enforcement outside of Cambridge City is undertaken by the Police. With stretched resources, policing parking contraventions is understandably not a high priority. The introduction of CPE will move these powers and responsibilities from the Police to the Highway Authority, Cambridgeshire County Council (CCC), in accordance with the Traffic Management Act 2004.</p> <p>Through individual Agency Agreements, CCC will delegate some/all enforcements and administrative responsibilities which will enable the local authorities to focus enforcement where it is most appropriate.</p>			
What information did you use to assess who would be affected by this proposal?			
Feasibility studies undertaken by Fenland District Council (FDC) and Huntingdonshire District Council (HDC).			
Are there any gaps in the information you used to assess who would be affected by this proposal?			

No

Who will be affected by this proposal?

Local Authorities will have enforcement flexibility however they will need to consider additional staff to cover the increased workloads and secure funding to cover set-up and ongoing costs.

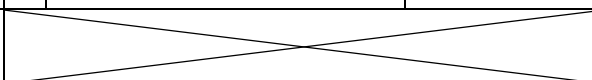
Reduced pressure on limited Police resources

With the free flow of traffic local communities should see reduced congestion and air pollution and improved access to local amenities. With the enforcement of time-limited bays, an uplift in footfall to local business.

For those who hold a valid blue badge, greater parking opportunities particularly close to local facilities.

Drivers should see improved journey time, better access to local amenities/ shops and Penalty Charge Notice (parking ticket) being issued to those who park in contravention.

Section 2: Identifying impacts on specific minority/disadvantaged groups

Scope of Equality Impact Assessment					
*	Age	<input type="checkbox"/>	*	Disability	<input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	<input type="checkbox"/>			
				Poverty	<input type="checkbox"/>

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

		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	The proposal is a change in the enforcement responsibility from the Police to the local authorities. This does not change the parking policy itself, nor access to parking provision
2	*	Disability	As per 'Age' above. And for those who hold a valid blue badge, greater parking opportunities particularly close to local facilities.
3	*	Gender reassignment	As per 'Age' above.
4	*	Marriage and civil partnership	As per 'Age' above.
5	*	Pregnancy and maternity	As per 'Age' above.
6	*	Race	As per 'Age' above.
7	*	Religion or belief (including no belief)	As per 'Age' above.
8	*	Sex	As per 'Age' above.
9	*	Sexual orientation	As per 'Age' above.
10		Rural isolation	As per 'Age' above.
11		Poverty	As per 'Age' above.

Section 4: Approval

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

Name of person who completed this EIA:	Nicola Gardner
Signature:	Signature removed for publication
Job title:	Parking Policy Manager
Date:	04/08/21

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

Name:	Elsa Evans
Signature:	Signature removed for publication
Job title:	Funding and Innovation Programme Manager (authorised officer for signing off equality impact assessment)
Date:	06/08/21

Winter Service Plan 2021-22 – 2024-25

To: Highways and Transport Committee

Meeting Date: 7 September 2021

From: Steve Cox; Executive Director, Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2021/036

Outcome: The Committee is asked to approve the Winter Service Plan for 2021-22 to 2024-25, to provide a winter service (gritting) on part of the highway network, to ensure the winter service network is open to traffic during the winter season. Also to support the procurement plan of the gritting fleet to deliver that service.

Recommendation: The Committee is asked to

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

Officer contact:

Name: Jonathan Clarke
Post: Highway Maintenance Manager
Email: Jonathan.clarke@cambridgeshire.gov.uk
Tel: 07775 674297

Member contacts:

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

1. Background

- 1.1 Cambridgeshire County Council, in its role as Highway Authority has a statutory duty under the Highways Act "to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice".
- 1.2 The winter service operations of Cambridgeshire County Council are jointly provided by Milestone Infrastructure Services Ltd and Cambridgeshire County Council, under the Cambridgeshire Highways umbrella. The operation deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as exceptional weather events.
- 1.3 Although a specialised area, the Winter Service is as significant as the Highway Authorities obligations under the Highways Act 1980. It can also have significant environmental effects.
- 1.4 The production and adoption of this Winter Maintenance Policy and Operational Plan establishes how the County Council is able to demonstrate that the current legal obligations are being met and carried out in a way which ensures that resources are deployed in the most economic, efficient, effective and environmentally friendly manner.
- 1.5 The winter plan is currently reviewed on an annual basis to ensure changes in network length, new developments, budgetary changes, resource pressures and revised legislation are considered. The plan also provides the county council's defence in the event of claims. However, it is proposed that this 4-year plan is approved, and that any significant changes are delegated to the Executive Director in consultation with the Chair and Vice Chair of this Committee. The plan also provides mitigation in the county council's defence in the event of claims arising from events of this nature.
- 1.6 The 2021/22 budget for delivering the winter service is £2.744m, updates will be provided as part of the business planning process on an annual basis.
- 1.7 The major component of the financial implications of the Winter Service is the cost of lease hire of the gritting vehicle fleet.
- 1.8 The council has a fleet of 37 gritting vehicles that are lease hired from ECON Engineering Ltd as part of a seven-year agreement. The agreement with ECON is currently in its 7th and final year, with the current lease hire arrangements end in May 2022.
- 1.9 The procurement of the new gritting vehicle fleet establishes how the County Council is able to demonstrate that the current legal obligations are being met and being done so in a way which ensures that resources are procured in the most economic, efficient, effective manner.
- 1.10 The procurement of the vehicle gritting fleet is closely connected to the Highway Services contract. The Highway Service contract started on 1st July 2017 and is due to run for 10 years ending on 30th June 2027. However, the contract can be extended (or reduced) by 6 months at a time if the annual performance of the Highway Service contract is sufficiently (good or poor). The maximum length of the contract is 15 years, though that requires 10 years of exceptional performance across the KPIs.

- 1.11 We want the Winter Gritting vehicle fleet to be able to overlap this contract by one year. Therefore, end 30th June 2028 with flexible options to extend. We want the contract to mirror the Highway Services contract length plus one year, so that the new highway services providers do not have to mobilise the fleet as part of the contract as this would involve them having to procure a Winter Fleet in a very short time period and there may be other procurement options available at that time.
- 1.12 It is anticipated that the value of the winter service vehicle fleet contract will be in the region of £5m.

2. Main Issues

- 2.1 Cambridgeshire Highways currently grit approximately 44% of the highway network. This comprises primary and secondary routes, the Guided Busway, cycleways and foot bridges. An interactive map is available on the [county council website and maps are included within the plan \(see source documents at the end of this report\)](#). This map will be updated annually in consultation with the Chair and Vice Chair of this Committee.
- 2.2 Primary routes are sections of the network which serve as major connecting routes for communities and allow the majority of users to commute and access essential services across the County. Secondary routes are those gritted in addition to primary routes when there is a forecast of a prolonged cold spell, where road surface temperatures fall below zero or when snowfall is forecast as and when resources allow.
- 2.3 This season the County will be split into five from previous three weather domains and forecasts are received for each domain. The use of domains means that we do not automatically grit across the county if only one domain reaches the trigger point to go gritting. This allows for a much more efficient and cost effective approach. The decision to grit is currently made by a team of County and Milestone staff, who have and are fully certified to the IHE (Institute of Highway Engineers) Winter Service Decision Making Course.
- 2.4 The details of the five domains are shown within the plan, indicating the boundaries with the County. The five domains are Fenland, East, South, Hunts and finally City. As set out above, the agreement with ECON is currently in its 7th and final year, with procurement of a new contract underway.
- 2.5 The Council needs to procure a fleet that is flexible to future challenges and includes the ability to accommodate the increasing length of highway network arising from new infrastructure and developments as part of the growth agenda. The requirements of Cambridgeshire over the next 7 years are flexibility to accommodate changes in routes and areas gritted, enable the up and down scaling of the fleet. Scaling up to include new assets such as the de-trunked A14 (A1307) that will become Cambridgeshire's responsibility. Discussions are currently underway with Highways England to understand when new roads will be handed over to the county council as part of the A14 project. Scaling back should the Cambridgeshire members look for savings in reducing the routes. The contract therefore must enable a fit for purpose fleet for Cambridgeshire.

2.6 Work to procure the new gritting fleet has commenced. Procurement Market Engagement Event took place on the 11/06/2021 with the procurement timetable as follows:

15/09/2021	Publication of ITT and all adverts
08/10/2021	Deadline for potential provider's ITT clarification questions (5pm)
15/10/2021	Deadline for authority's response to clarification questions (5pm)
22/10/2021	Deadline for Tender responses (12 noon)
27/10/2021	Evaluation from this date
22/12/2021	Anticipated award week, commencing
01/06/2022	Implementation date

2.7 Milestone are responsible for providing the drivers and generally there are two drivers per gritter. Each gritter is assigned one route and each route is required to be completed within 2.5 hours.

2.8 Some cycleways are treated by our quad bikes but also some gritters grit cycle paths which are alongside roads.

2.9 Each year during September we write to all the Parish Councils in Cambridgeshire promoting the winter volunteer scheme. Those that sign up to the programme will identify footpaths and dedicated cycleways that they would like gritted in freezing weather, for example, outside a school or a shop, and we support them in this through supplying equipment and training. Once a risk assessment form is completed the volunteers are covered by our insurance for working on the Highway. Currently there are approximately 53 winter volunteers from 19 parishes across the county. We also contact District, City and Towns Councils in Cambridgeshire to clarify what support they are able to offer in the coming season. Salt is typically supplied to the volunteers in strategically placed grit bins. There are approximately 850 grit bins within Cambridgeshire that we replenish every year.

2.10 Future challenges include the ability to accommodate the increasing length of highway network arising from new infrastructure and developments as part of the growth agenda. Discussions are currently underway with Highways England to understand when new roads will be handed over to the county council as part of the A14 project and therefore at which point these roads will need to be included in our winter plan, this includes the detrunking of the old A14 to the A1307.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

Maintaining a safe Highway network during the winter season enables local communities and local businesses to continue their daily activities providing benefits to all local residents.

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

There are no significant implications for this priority

- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
Maintaining a safe Highway network during the winter season enables local community and local businesses to continue to be connected. Moving to more domains for decision making will allow us not to travel or apply treatments unnecessarily, decisions to provide the service can be focused only to where it's needed.
- 3.5 Protecting and caring for those who need us
There are no significant implications for this priority

4. Significant Implications

4.1 Resource Implications

The 2021/22 budget for delivering the winter service is £2.744m. However, the service was given a £17k saving target for this financial year in the Business Plan and will be achieving it through increasing the number of weather domains from 3 to 5.

Nationally there is an increasing challenge around the recruitment and retention of qualified drivers and winter decision makers.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The new winter gritting fleet is currently being procured as set out in the report.

4.3 Statutory, Legal and Risk Implications

The Statutory requirements are set out in the Highways Act 1980, specifically:

- Section 41(1A) - duty to ensure, so far as is reasonably practicable, that safe passage along the highway is not endangered by snow and ice.
- Section 150 - duty to remove snow, soil, etc. from the highway. If an obstruction arises in a highway from accumulation of snow or from the falling down of banks in the side of the highway, or any other cause, the highway authority shall remove the obstruction.
- National guidance *Well Maintained Highways*, recognises that local circumstances, including financial and other resource constraints, can vary across the country and whilst the aspirations of the guidance should be taken into account in assessment of winter service, it is unrealistic for local authorities to meet high standards right across their networks. It is not possible to define an absolute minimum level of service required to meet statutory duties.

4.4 Equality and Diversity Implications

Equalities impact has been considered. Increasing the robustness of the winter maintenance service can ensure that the priority highway network is available for all to use during periods of adverse weather.

4.5 Engagement and Communications Implications

Cambridgeshire Highways works closely with the Corporate Communications Team. A well-established communications plan is followed that includes press releases and opportunities throughout the season. Preseason engagement with the parishes is carried out to identify new and existing volunteers and training and support given to existing and new volunteers.

4.6 Localism and Local Member Involvement

19 parishes consisting of 53 volunteers attended training in 2020/21 and are insured to grit agreed footways in their parish. These volunteers were given the opportunity to confirm contact information, request personal protective and gritting equipment that they did not have available and provide feedback on the volunteer programme.

Further work is planned to build on the community involvement achieved during the last season and officers will continue to engage with district council partners to supplement county gritting operations. However, there will be a need to manage expectations over the ability of the county council to grit additional lengths of footway unless additional budget is allocated, and the focus should be on facilitating local communities to help themselves with the county providing salt supplies and equipment.

Huntingdonshire and East Cambridgeshire District Councils, Cambridge City Council, and Huntingdon Town Council continue to treat areas using equipment and salt provided by the county council during severe weather in the winter period.

4.7 Public Health Implications

- By maintaining the Highway network in a safe condition during the winter period which may subsequently contribute to reducing the risk of accident injuries on the network.
- benefits to peoples health by keeping open access to essential health services,
- gritting of cycleways allows active travel measures to be undertaken all year round

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Positive

Explanation::The proposal enables the continued use of public transport during adverse weather events. By moving to 5 domains rather than 3 has the potential to reduce unnecessary mileage driven by the gritters and therefore reduce emissions.

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

Positive/neutral/negative Status: Neutral

Explanation: There are no significant implications within this category

- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: Neutral
Explanation: Since gritting salt is a pollutant, and the weather zoning will decrease unnecessary salt application.
- 4.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: Neutral
Explanation: There are no significant implications within this category
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: Neutral
Explanation: There are no significant implications within this category
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Positive
Explanation: The proposal will lead to our services having greater ability to cope with the effects of climate change keeping the highway network open and available for use during adverse weather events such as prolonged cold weather and snowfall events.
- Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood
- Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes
Name of Officer: Henry Swan
- Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes
Name of Legal Officer: Fiona McMillan
- Have the equality and diversity implications been cleared by your Service Contact? Yes
Name of Officer: Elsa Evans
- Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Sarah Silk
- Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Emma Murden
- Have any Public Health implications been cleared by Public Health? Yes
Name of Officer: Kate Parker
- If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

Cambridgeshire County Council Highways Winter Service Operational Plan 2021-2022
(Appendix A)

[Gritting Roads, cycleways and paths](#)



Winter Service Policy and Operational Plan 2021 – 2022

Winter Service Policy and Operational Plan

Cambridgeshire County Council

September 2021

This document and its contents have been prepared and are intended solely for Cambridgeshire County Council information and use in relation to winter service delivery

Document history

Revision	Purpose/description	Originated		Reviewed	Authorised Date
1					

Change Log

Rev	Section	Description	Date

Sign Off

Name	Signature	Date
Emma Murden Assistant Director Highways		
Jonathan Clarke, Highways Maintenance Manager		
Dennis Vacher		

District Highways Maintenance Manager		
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1. Document Circulation List

1.1. The following organisations will receive an emailed pdf version of this plan:

Document Owner (responsible for upkeep and amendment)	Jonathan Clarke, Highway Maintenance Manager
--	--

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Debbie Harvey	Highway England,	Debbie.harvey@Highwaysengland.co.uk		
	All district councils	customerservices@eastcambs.gov.uk scdc@scambs.gov.uk; info@fenland.gov.uk; enquiries@cambridge.gov.uk;		
	CCC - Communications Team	communications@cambridgeshire.gov.uk infoservices@cambridgeshire.gov.uk		
	Vaisala	Ice.technical.support@vaisala.com		

2. Introduction

2.1. Background

The winter service operations of Cambridgeshire County Council are jointly provided by Milestone Infrastructure Services. and Cambridgeshire County Council.

The Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as exceptional weather events.

Although a specialised area, the Winter Service is a significant aspect of network management both financially and in terms of its perceived importance to road users. It can also have significant environmental effects.

3. Key Issues

3.1. Legal

Cambridgeshire County Council is the Highway Authority for Cambridgeshire. Their duty to maintain the highway is set out by Section 41 of the Highways Act 1980 as amended by S111 of the Railways and Transport Safety Act 2003 (which came into force on 1 November 2003). This duty is not an absolute duty.

This amendment inserted after section 41(1) of the Highways Act 1980 (c. 66) (duty of highway authority to maintain highway) the following requirement:

“(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow and ice”.

The Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving.

Through the adoption of this Winter Maintenance Policy and Operational Plan Cambridgeshire County Council are able to demonstrate that they are meeting their current legal obligations, and are doing so in a way which ensures that their resources are being deployed in the most economic, efficient, effective and environmentally friendly manner.

3.2. Policy and Guidance

Well-maintained Highways (Code of Practice for Highway Maintenance Management) issued in July 2005 recommends that a highway authority should prepare a Winter Maintenance Policy Statement and produce a Winter Maintenance Operational Plan and update it annually. Cambridgeshire County Council undertakes this role in consultation with their provider.

On the 18th September 2013, the UK Roads Board issued an updated Appendix H (Winter Service Practical Guidance) to the Well Maintained Highways (Code of Practice for Highway Maintenance Management).

Appendix H suggests that highway authorities and other winter service providers review their policies against the context of Appendix H.

This WINTER SERVICE POLICY AND OPERATIONAL PLAN is a Controlled Document with Cambridgeshire County Council system as recommended. It is essential that all of the new Appendix H recommendations have been properly considered as part of a full cost / benefit analysis before any implementation can be approved by Cambridgeshire County Council.

3.3 Resource

Cambridgeshire County Council have a contractual arrangement with Milestone Infrastructure Services in providing aspects of the winter service including qualified drivers and supervision.

Cambridgeshire County Council have arrangements to contract hire gritting vehicles with ECON Engineering Ltd.

Funding for the winter maintenance precautionary salting service is based on an average of the previous five years expenditure. The occurrence of severe weather conditions which necessitates additional snow clearance to be undertaken may require consideration to be given by both authorities to provide additional resources to maintain the service; this is usually through a call on general contingency funds of each authority.

3.4. Risk and Resilience

In the event of severe winters it is possible that there will be a national shortage of salt supplies, with Government dictating how salt supplies are allocated. If this happens then Cambridgeshire County Council may be required by Government to reduce the number of roads that are treated in anticipation of ice.

3.5. Salt Stock Level Management Systems.

Cambridgeshire County Council has a robust stock management system in place to ensure 6 days resilience at 6 runs per day which is extreme usage. If this fails or if there is a national shortage outside of our control.

There may also be other influencing factors that may affect the ability to treat the network of roads salted in anticipation of ice. These factors include; Health pandemics affecting the available labour force, Fuel shortages.

Under extreme bad weather and prolonged salting treatments we will notify the Department for Transport (DfT) of our salt stocks and gritting runs we can do associated with the stocks left.

3.6. Environmental Implications

A balance needs to be made between the ever increasing demands for wider coverage of the network in terms of salting and the cost and environmental effects of doing so.

The value of keeping roads open and relatively safe in icy conditions using salt is widely acknowledged. If roads are not cleared, the impact of accidents and increased fuel consumption are likely to be significant in environmental and economic terms.

The rock salt that is used as part of the Winter Service is a natural herbicide and will cause damage to flora and fauna as well as causing damage to concrete structures over time. An effectively managed Winter Service contributes to a minimisation of damage to the environment.

3.7. Equalities Impact

Increasing the robustness of the winter maintenance service can ensure that the priority highway network is available for all to use during periods of adverse weather.

4. Decision Making Process and Control Procedures

4.1. Introduction

This document provides guidance on how the decision-maker arrives at the daily plan of action. Due to the variable nature of the weather the decision-maker should follow the procedure and recommendations, but may adjust them accordingly to suit the situation.

The document is based on the experience of Winter Service personnel. With the experiences over future years it is hoped that these guidance notes will be updated annually and be read in conjunction with the current Winter Service Policy and Operational Plan.

4.2. Responsibilities

Ownership and maintenance of the Vaisala monitoring station sits with Cambridgeshire County Council.

- Decisions on when to salt are made by the Decision Maker and Duty Decision Maker for Cambridgeshire County Council
- Vaisala supply the software where the decision are logged and an email sent.
- Milestone Infrastructure Services supply the drivers, quads and loaders.
- DTN supply our weather forecast for our decision making.
- Compass Minerals supply our salt and stock control for ordering.
- Econ supply and maintain the gritters for the winter season

4.3. Treatment Decisions

Current arrangements on the criteria taken into account and decision making process on when to carry out precautionary and reactive winter maintenance are based on national best practice.

The process of communicating and actioning treatment decisions is outlined below.

4.4. The Roles of the Forecaster and the Decision Maker

The forecaster notifies the decision-maker of expected conditions, along with any estimated time when conditions will change. It is not the job of the decision-

maker to forecast weather conditions but to interpret the forecast into a plan of action. Nor is it the job of the forecaster to recommend actions for the County Council.

The decision-maker needs some knowledge of meteorology to understand the forecast. Decision Makers and Managers need to have completed Institute of Highway Engineers Winter Services Decision Making Course, or as a minimum the Winter Service Supervisor Maintenance course with at least 3 years experience. There will be occasions when the forecast is uncertain, or marginal, leading the decision-maker to liaise directly with the forecaster. It is the forecaster's job to advise the decision-maker about possible weather scenarios and help to interpret the weather information.

It is essential that decision-makers keep abreast with developing weather conditions. This will be achieved in a number of ways including monitoring weather forecasts, "Roadmaster", DTN or on the Internet.

4.5. Situation Status

Five different situations are covered by these procedures:

- **Precautionary salting** – salting for frost and ice
- **Potential snow** – salting for the possible onset of snow
- **Snow clearance** – salting for snow that has settled on the highway but is not of significant depth or its presence is expected to be short lived.
- **Snow clearance (above 50mm)** – ploughing and salting for snow that has settled on the highway in sufficient amounts to be considered to be an obstruction.
- **Ice emergency** – salting or other actions to clear persistent frost or ice

Each of these will be a different "situation status". It is the responsibility of the Decision Makers to check and record the current situation status on a daily basis.

4.6. Daily Procedures

The Decision Maker and Deputy Decision Maker (Decision Makers) will interrogate "Road Master" between 11:00 – 1400hrs each day and make a decision to cover the 24-hour period covered by the forecast. The decision will cover winter service actions required during the period or where conditions are uncertain specify a time by which a further decision will be made.

Decisions will follow the standard format included in Appendix A and will specify:-

- a) The current situation status

- b) The expected conditions
- c) The action (including no action) to be taken, or a time when further advice will be issued and a time when action may be expected
- d) Rate of spread to be applied
- e) An email will be circulated to all interested parties

It is the responsibility of the Decision Makers is to be available to receive instructions and undertake actions as required on a twenty-four hour basis.

4.6.1. Updated and Amended Decisions

On receipt of an unscheduled amended decision the decision makers will make arrangements for the instructed action to be carried out as far as is practicable.

4.6.2. No Action Required

When the decision maker believes that the treatment of the network is not necessary the Service Provider will be sent an email informing them “No Action required” and a phone call to Milestone Infrastructure Services to confirm no action.

4.6.3. Precautionary Salting (P1 and P2)

4.6.4. Actions Required for Precautionary Salting

The Decision Makers will use the following terminology to instruct the Service Provider:-

“Pre-Salt”

On receiving an instruction to carry out a “pre-salt” the Service Provider will make arrangements for the salting of the precautionary routes.

- a) A time for the pre-salting operations to commence (Service Provider available within 1 hours’ notice)
- b) A time for the operations to be completed

The specified period of operation shall not be more than 3 hours under normal traffic conditions.

Guidance Note:

1. *Unless specified by the Decision Makers “pre-salt PM” operations shall commence no earlier than 1800hrs. Roads identified as traffic sensitive (as identified by the Traffic Manager) shall*
2. *Commence no earlier than 1900hrs on weekdays.*

3. *Unless specified by the Decision Maker “pre-salt AM” operations shall be completed by 0700hrs under normal traffic conditions*

4.6.5. “Standby”

On receiving this instruction, the Service Provider will prepare for a “pre-salt” and await confirmation or further instructions from the decision maker. The instruction shall also contain a possible period of operation and a time that the confirmation will be issued by.

4.6.6. Re-treatment after a Precautionary Action

A decision to re-treat or to treat localised areas as required will be taken by the decision maker.

4.6.7. Press Reporting Policy

Throughout the winter period the County Council Communications Team and Winter Maintenance Team will work together to notify the public of planned precautionary salting actions via the local media, in particular radio stations and the regular traffic and travel bulletins, by issuing information to the newspapers and other media outlets and via regular information and updates on social media including Twitter and Facebook.

4.7. Dealing with requests for extra salting to that planned or underway

Requests for salting off of the Priority 1 network are normally received from two sources, either from the public and Town / Parish Councils, or from Cambridgeshire Police Control Room.

i) Cambridgeshire Police Control Room

Generally requests from the Police for salting off of the Priority 1 network are made as a result of reported road traffic collisions, normally on the Priority 2 network. Consideration should be given to carrying out salting off of the Priority 1 network using the following parameters as a guide.

ii) The public and Town / Parish Councils

Such requests for salting off of the Priority 1 network should be resisted. The normal precautionary salting service should be explained using the annual winter maintenance publicity for reference. Driver advice can be given depending on the situation of the request. An offer to send publicity to the complainant may also help.

- Scope of problem, e.g. number and severity of reported accidents.
- Availability of resources, e.g. are winter maintenance vehicles already out salting the Priority 1 network?

- Time of request from Police.
- Time needed for a vehicle to attend and treat the site.
- Whether road surface temperatures (RSTs) are expected to remain below zero for some time.
- Time RSTs are expected to rise above zero.
- Expected precipitation.

It is important all decision are logged via Viasala Manager.

4.8. Snow Desk

During periods of extreme snow events the Snow Desk convenes snow summit meetings to ensure proper coordination and communication of decisions.

The Snow Desk may recommend revisions to the policies and procedures within this Plan.

4.8.1. Response to Snow Forecast

The Decision Maker will notify the Assistant Director of Highways and the Service Provider that the situation status is “potential snow”, as soon as the Decision Maker receives such a forecast from DTN.

The Assistant Director of Highways will advise the Cambridgeshire Emergency Management Team of extreme weather conditions or if snow of greater than 5cm accumulations is forecast in the 2-5 day forecast.

Dependent upon operational considerations and the severity of forecast and/or actual conditions the decision maker shall:

- a) Liaise with DTN in monitoring “Road Master” and the developing forecast situation
- b) Continue to issue instructions for precautionary salting until the onset of snow
- c) Ensure all local contractors are notified of any snowfall whether reported or observed and further information received from the Met Consultant

The aim of these procedures is to ensure that all winter service officers are aware of the developing situation.

4.8.2. Un-Forecast Snow

In the event of completely un-forecast snow in any area the decision maker should take appropriate action as soon as is practicable and notify Milestone

Infrastructure Services of the action taken and prevailing conditions. The Decision Maker will then issue appropriate instructions for the remaining areas including changing the situation status as necessary.

4.8.3. Snow Clearance and Ice Emergency

When there is significant snowfall that is settling or anticipated to settle on the highway the Assistant Director of Highways , in consultation with the Decision Maker and the Service Provider, will declare the situation status as “snow clearance” for any or all Areas and advise the Cambridgeshire Emergency Management Team to activate the Emergency Centre.

During snow clearance the Decision Maker will continue to monitor forecast and actual conditions countywide using DTN and the “Vaisala Manager” system along with information provided by the Service Provider. The Decision Maker will issue additional instructions or change the situation status, when required and notify the Cambridgeshire Emergency Management Team of changes.

Cambridgeshire Emergency Management Team to provide support staff and arrange a helpline team.

The Emergency Management Team would:-

- (a) Establish a “snowline” for the public
- (b) Establish links with District/City Councils
- (c) Arrange contact with the media
- (d) Issue situation reports for Districts, Police and elected members
- (e) Mobilise any additional resources required by the four Area Offices
- (f) Link into Police Gold Control
- (g) Co-ordinate information
- (h) Deal with other service issues such as school closures, services to the elderly, policy on staff coming to work etc.

4.9. Railway Level Crossings

Salting will not be applied within 12 metres either side of the railway lines.

See Appendix O for details of snow clearing at level crossings.

5. Service Provision

5.1. Winter Maintenance Period

For the purposes of winter maintenance planning the winter maintenance season runs from the 1st of November to 15th of April inclusive. The table below highlights the relative risk at the differing points throughout the season.

Risk Period	Definition	Time	Weather conditions
High	A period of standby to ensure salting starts within one hour of instruction. Possibly continuous 24 hour operations.	December, January, February	Severe – probable
Medium	A period of standby with rare possibility of continuous 24 hour operations	November and March	Severe – may occur
Low	Call out	October and April	Severe – not expected

5.2. Precautionary salting – Treatment before the onset of freezing conditions

Spread rates for precautionary treatments before frost are replicated below.

H6.20 of Appendix H states that for uncovered salt spread rates should not be lower than 15/20gms. Experience shows that spreading at 8gms is satisfactory as salt used is still relatively fresh. Spread rates used in this table are approved by Cambridgeshire County Council.

(Taken from the Treatment Table in Appendix A)

Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness	Normal spread rates
RST at or above -2°C and dry or damp road conditions	8
RST at or above -2°C and wet road conditions	8
RST below - 2°C and above -5°C and dry or damp road conditions	11
RST below - 2°C and above -5°C and wet road conditions	20

RST at or below - 5°C and above -10°C and dry or damp road conditions	20
RST at or below - 5°C and above -10°C and wet road conditions	

NOTE: The following points must be considered when using the spread rate tables.

- 1. The given spread rates are for sections of well drained roads without ponding or runoff from adjacent areas.*
- 2. The rates may be adjusted to take account of variations occurring along routes such as temperature, surface moisture, road alignment and traffic density.*
- 3. The rates may be adjusted to take account of residual salt levels and H8.25 of Appendix H lays out guidance in this respect.*

In making a decision reliance should not be placed on residual salt levels on negatively textured thin surfacings, also that salt levels indicated by roadside weather stations should not be relied on with any accuracy, and that in arriving at a decision then visual inspections of the network should be undertaken.

A decision to consider residual salt in making a decision whether to salt or not will only be taken when the air humidity is forecast to be dry, the dew point temperature is predicted to remain below the road surface temperature, and the road is forecast to remain dry. Also that these parameters are predicted to remain as such throughout the forecast period.

Before a decision is taken; a) not to carry out a salting action due to residual salt or b) to carry out a salting action at a reduced spread rate due to residual salt, then a visual inspection will be undertaken on a representative sample of existing sites on the Priority 1 network across both Cambridgeshire County Council. These sites are;

5.3. Treatments for Snow and Ice

Preparation before ice and snow

Before snowfall and where practicable, consideration will be given to spreading salt on as much of the network as possible.

When snow is forecast the rate of spread should be increased to 40gms per square metre, which should help melt the initial snowfall and provide a wet surface from which to commence any ploughing.

Precautionary Treatments before snow or freezing rain

Weather conditions	Light or medium traffic (Category 3)
Light snow forecast	Spread: 20-40g/m ²
Moderate/Heavy snow forecast	Spread: 40 or 2x20g/m ²
Freezing rain forecast	Spread: 40 or 2x20g/m ²

NOTE: The lower rates (e.g. 20g/m² for dry salt) can be used if the snow is likely to settle quickly, e.g. when the road surface temperature is below zero, the road surface is not wet and the snow is not wet, and/or there is little traffic after snowfall begins and settles.

5.4. Treatments during snowfall

Ploughing should start and, where practicable, be continuous to prevent a build-up of snow.

When ploughing is carried out, snow ploughs will be set at a height to avoid risk of damage to the plough, the road surface, street furniture and level crossings.

Ploughing shall continue until all traffic lanes are clear. Clearance of snow should be concentrated on a hierarchical basis, that is A and B class roads, then C class roads, and finally the UC class roads in the Priority 1 network.

Treatments During Snowfall	
Plough to remove as much material as possible (e.g. slush, snow, compacted snow) (ploughing should be as near as possible to the level of the road surface)	
No ice or compacted snow on surface	Ice or compacted snow on surface (see Note 2)
Spread 20g/m ² (See Note 1)	Is traffic likely to compact subsequent snowfall before further ploughing is possible?
YES	NO
To provide a de-bonding layer, spread: 20g/m ² (See Note 1)	No de-icer should be spread

5.5. Treatment when slush is on the road (and it may refreeze)

Remove as much slush as possible by ploughing to reduce the amount of material available to form ice when temperatures drop, as well as to reduce the amount of salt required for subsequent treatments.

Treatment For Slush When Freezing Conditions Are Forecast
Plough to remove as much slush as possible (ploughing should be as near as possible to the level of the road surface).
After removing slush, spread: 40g/m ² (See Note 1)

5.6. Treatment when thin layers of ice (up to 1mm) have formed.

Treatment For Thin Layers Of Ice (Less Than 1mm Thick)	
Forecast weather and road surface conditions	Medium/Light Traffic
Lower of air or road surface temperature higher than -5°C	Spread: 40g/m ² of dry salt, or 40g/m ² of salt/abrasive mix (see Notes 1 and 2)
Lower of air or road surface temperature less than -5°C	Spread: 40g/m ² of salt/abrasive mix (50:50) (see Notes 1 and 2)

5.7. Treatment for thicker layers of ice or compacted snow

Treatment For Layers Of Compacted Snow And Ice	
Plough to remove as much material (e.g. slush, snow, compacted snow) as possible from the top of the compacted layer	
Medium Layer Thickness (1 to 5 mm)	High Layer Thickness (greater than 5mm)
For initial treatment, spread: 40g/m ² of salt/abrasive mix (50:50) (see Notes 1, 3, 4 and 5) For successive treatments, spread: 20g/m ² of salt/abrasive mix (50:50) (see Notes 1, 3, 4 and 5)	For initial treatment, spread: 40g/m ² of abrasives only (see Notes 2, 3, 5 and 6) For successive treatments, spread: 20g/m ² of abrasives only (see Notes 2, 3, 5 and 6) After traffic has started breaking up the layer, spread: 20g/m ² of salt/abrasive mix (50:50) so salt can penetrate the layer and reach the road surface (see Notes 1, 3, 4 and 5)

When thicker layers of ice have formed, including after freezing rain, the recommended treatment is as detailed in the table below.

Cambridgeshire County Council are responsible for the winter maintenance treatment of the Guided Busway. Being of concrete construction this is treated with glycol (and rock salt is only used in snow conditions). For Cosh sheet see Appendix E.

5.8. Continuous working for the clearance of persistent Ice and Snow

During times of persistent ice and or snow, it may be necessary to carry out continuous salting and ploughing regimes, and treatments on the Guided Busway. As these types of operation increase costs, the instruction to commence all day continuous working will be agreed between the Duty Engineer and a senior officer at both Cambridgeshire County Council.

5.9. Procedure to be undertaken when it becomes impossible to keep the Priority 1 network in either or both Councils open to traffic`

During times of extreme ice or heavy and drifting snow it may become impossible within the resources available to keep even the Priority 1 network open to traffic.

6. Performance Monitoring and Record Keeping

6.1. General

It is important that the cost effectiveness of the winter maintenance operation is regularly assessed and in this respect this Winter Maintenance Policy and Operational Plan is reviewed annually by Cambridgeshire County Council, in the months preceding the winter season.

6.2. MILESTONE INFRASTRUCTURE SERVICES Operations

Service delivery is monitored by Cambridgeshire County Council's Network Management Team against the requirements of the respective contracts. Cambridgeshire Highways KPI dashboard, percentage of precautionary treatment runs completed within the target detailed in the winter service plan.

6.3. Salting /Snow Clearing Decision Making

At the time of the Cambridgeshire County Council decision maker and deputy decision maker making a decision as to whether or not to salt and or clear snow, a record will be recorded in Vaisala Manager and email sent in every case to Milestone Infrastructure Services and Stakeholders.

6.4. Operational Activities

During each salting or snow clearing action, the MILESTONE INFRASTRUCTURE SERVICES supervisors at each depot will record the information on the form. MILESTONE INFRASTRUCTURE SERVICES will forward their forms to Cambridgeshire County Council the day following each gritting action.

6.5. GPS Records

All salting vehicles operated in Cambridgeshire are equipped with Exactrak GPS Tracking and records of salting / snow clearing actions will be retained by Exactak (see 6.7. Record keeping). All vehicles are fitted with 360 degrees cameras and recordings are only viewed for investigating incidents involving gritters.

6.6. Forecasting Service

Performance monitoring will be undertaken by Cambridgeshire County Council throughout the winter period. Vaisala Station provide data quality and data calibration tests once a month. (see examples at Appendix N)

6.7. Record Keeping

All other records and performance monitoring reports are to be kept for 21 years for GPS stored by Exactrak.

7. Route Hierarchy

7.1. Introduction

Highways England is responsible for the Motorway and Trunk Road network across both Council areas. Cambridgeshire County Council therefore have no winter maintenance responsibility for the M11, A14, A1, A1 (M), A11, A47 and A428.

7.2. Priority Network

This is a network that is treated in the rare event that resources are not available for treating the highway authorities Precautionary salting networks and the governments Salt Cell is convened. Examples of such rare events include health pandemics meaning drivers are not available, national fuel shortages, national salt shortages etc.

A review in 2011 was undertaken on redefining the Priority 1 network. The main changes being implemented under this review are to include important link roads to upper and middle schools, ambulance / fire station etc.

The Priority 1 network is therefore defined as:-

A and B class (category 2 and 3a) carriageways, plus certain other roads serving upper and middle schools, and the premises of the emergency services that are not on or very close to A and B roads.

7.3. Priority Network

The Priority 1 network is the network of roads that is routinely treated for ice and snow. Priority will be given to maintaining the Priority 1 salting network clear of ice and snow.

The Priority 1 network is defined as all A and B class (category 2 and 3a) roads, most C class (category 3b) roads and some UC class (category 4 and 4a) roads. It

includes busy peak hour commuter routes, main peak hour bus routes, routes to fire stations, ambulance stations, hospitals, and most but not all school bus routes and roads past all middle and upper schools. The Guided Busway is included within the Priority 1 network. The complete Priority 1 network has been devised so that most villages of 500 plus residents are close to a treated road.

Subject to weather forecast and prevailing conditions the Priority 1 salting network will be treated prior to the formation of ice or fall of snow. The length of this network enables it to be treated within 3 hours of gritters leaving a depot.

The Priority 1 network is detailed at Appendix L.

7.4. Priority Network

Identifies the road network that, although not treated as a regular priority, is considered important enough to warrant treatment during prolonged winter weather when the Priority 1 network is passable by traffic, free from major ice and snow, and resources are available to add this Priority 2 network to the Priority 1 salting and or ploughing regime.

No precautionary salting shall be carried out on this network. This network of roads shall be considered for salting and snow clearing only in periods of prolonged adverse weather and then only when resources are not required on the Priority 1 network.

The Priority 2 network is detailed at Appendix J.

7.5. Priority 3 Network

This remaining network not forming part of the Priority 1 or 2 networks consists of minor rural roads which carry relatively little traffic, together with urban estate roads, and will receive no de-icing or snow clearing treatment.

Cambridgeshire County Council offers town and parish councils the opportunity to have local delegated powers for the local councils to take responsibility for salting parts of the Priority 3 network as they deem fit.

Salt can be provided by Cambridgeshire County Council at a charge to Town and Parish Council's to assist them in this respect.

The Priority 3 network is detailed at Appendix M.

7.6. Footways (including pedestrianised areas) and Cycle ways

Footways and cycleway shall receive precautionary salting prior to frost and/or ice forming when the Network Management Team deem that the forecast warrants such treatments being undertaken, usually when the forecast specifically depicts a prolonged cold snap or snow event.

The treatment of footways and cycleway will be undertaken by use of the following means:

- Quad bike, brine sprayer and Epoke spreader

- Knapsack sprayer
- Push spreader/sprayer
- Manual means

Dependent upon conditions and locale, either SafeThaw, SafeCote, rock salt or brine will be utilised.

City, District and Parish Councils will in some areas assist with this operation on a trial basis (see Appendix I for detailed maps and protocol).

7.7. Cambridge Bridges

As part of precautionary salting, the bridges detailed in Appendix K will be treated using SafeCote treated salt which will be spread by hand push equipment or knapsack sprayed SafeThaw.

7.8. Rising Bollard/Barrier/Camera Operation Cambridge City

In central Cambridge a pedestrian priority area operates 24 hours a day, 7 days a week. The bollards which were previously at the below sites have all been replaced with cameras. All the areas are in a restricted zone and are in operation 24 hours a day, 7 days a week.

Regent Street – leading into the City near Cambridge City Council offices

Emmanuel Road (leading into and out to the City) – 24 hours

Bridge Street (heading in and out of the City)

The only remaining site with rising bollards is Station Place.

Authorised users will be issued with an electronic tag for fixing to a gritter to automatically operate the rising bollards. When the gritting vehicles wish to pass through the rising bollards the following procedures **must** be followed:

Electronic tag operation:

- on approaching the rising bollards, stop the vehicle at the stop line.
- the vehicle will be detected by loops in the road which will trigger the lowering of the bollards
- during the lowering of the bollards watch the signals located in the traffic signal pillar immediately in front of the vehicle which will display RED. When the bollards are fully retracted the signal will turn to GREEN. Only when the signal changes to GREEN should you then proceed with care through the rising bollard opening.

If you approach the rising bollards and another vehicle or vehicles is/are already at the stop line, form a queue and proceed through to the stop line as the vehicles in front are allowed through the rising bollards.

Do not attempt at any time to follow a vehicle in front through the rising bollard opening without following the steps set out in points 1-3 above.

Do not at any time attempt to drive through the rising bollard opening unless the GREEN signal is displayed.

Do not use the bollards to judge when to drive through the rising bollard opening – always use the GREEN signal as the indication of when to proceed.

7.9. Road Closures

During the winter maintenance period, planned or unplanned road closures on the Priority 1 network may cause traffic to be diverted on to roads on the Priority 2 or 3 network that are not normally salted. In these cases, the diversionary route will be treated as part of the Priority 1 network and will be salted for the duration of the closure.

There may be occasions when one of Highway England trunk roads may be closed, either planned or as an emergency. In such cases heavy levels of traffic will be diverted on to local roads. Highways England have stated that they will not salt a non-trunk road even if it is taking trunk road traffic, and therefore the diversion route will be added to the Priority 1 network if it is not already included.

For off peak road closures on the Priority 1 network, the timing of the closures shall be considered together with the predicted weather conditions in deciding whether to treat the diversionary route.

For emergency short term road closures on the Priority 1 network, these roads should be treated at the earliest opportunity or as the closure is lifted.

8. Weather Forecasts and Ice Detection Systems

8.1. Weather Forecast

Details of the current weather forecasting from DTN are given at Appendix D.

8.2. Vaisala Detection System

Cambridgeshire County Council owns 6 Vaisala Station and has the use of 6 other station system which records road weather information and provides a medium for the forecasting consultancy to interrogate and to input data (Appendix C). The complete system assists the duty officers in arriving at more accurate and efficient decisions together with providing a historical weather record. The daily weather forecasts are accessed via the Vaisala Station website. The forecast provider also provides a 24 hour telephone consultancy service where duty officers can discuss particular forecasts to help them come to a decision. This is important when forecasts are marginal.

In Cambridgeshire there are nine automatic road weather monitoring stations. These are equipped with sensors to monitor air and road surface temperature, rainfall, humidity, road surface conditions and residual salt.

The forecaster collects information from the sensors as often as is necessary and this direct access enables more accurate forecasting particularly as to the timing of the onset of freezing conditions.

The information from the sensors is also available to the duty officer and enables actual temperatures to be monitored and plotted against the prediction graphs.

In case of Vaisala Station failure, duty officers will seek information via telephone from the forecast provider.

The Vaisala Station archives predicted and actual temperatures together with the salt status of the carriageway. This information will be kept for 21 years.

Information on the Vaisala Station and road weather monitoring stations are detailed at Appendix C.

8.3. Vaisala Outstation Calibration

All Vaisala outstation sensors are to be calibrated annually prior to the winter season. Annual calibration records will be retained by Cambridgeshire County Council. The frequency of and the responses to equipment downtime should be monitored. Refer to Appendix N.

9. Communications

9.1. Operational Communications

All personnel involved with operating winter maintenance vehicles are equipped with a communication system (Mobile phone) in order that contact can be made (when parked in a safe place) between the operational centres and the vehicles. Vehicles must be parked in a safe place for personnel to use their communication system.

Inter Departmental Communications

The need for strong links between the Decision Makers and Council departments is a key requirement to enable effective liaison and coordinated decision making.

Relevant contact details of key staff are shown in Appendix G – Winter Service Duty Rota. A roster for the Cambridgeshire County Council duty officers will be circulated in October prior to the start of winter maintenance service.

9.2. Cambridgeshire County Council

Website: www.Cambridgeshire.gov.uk

The Cambridgeshire County Council Communications Team is responsible for providing daily updates of gritting activities on the Cambridgeshire County Council website.

More information on Cambridgeshire County Council's gritting and winter maintenance programme, including treated routes, can be found on the website or by using:

#grittertwitter on Twitter @CambsCC 

The Head of Transport Operations staff provides updates on service provision for the Councils social services and schools transport.

The website also includes a copy of this policy document, details of routes that are treated and advice on safer driving.

For more information on staying warm and well this winter visit the Met Office 'Get Ready for Winter' website:

<http://www.metoffice.gov.uk/learning/get-ready-for-winter/health-and-welbeing>

9.3. Publicity

It is important that the highway user is aware of and understands Cambridgeshire County Council's approach to winter maintenance, plus advice on how to prepare

for and undertake a vehicular journey. Likewise for pedestrians, how to prepare to walk on footpaths that may be icy, even to refrain from walking wherever possible in severe winter weather

Highways users should refer to the Cambridgeshire County Council website for information.

9.4. Media Communications

In the event of heavy ice and or snowfalls resulting in a risk of blocked roads, a one-point contact should be made between CCC Winter operations team and the IHMC so that traffic information can be passed direct to the travelling public.

Information contained on the website will be supplemented by Cambridgeshire County Councils press releases as necessary.

9.5. Press Reporting Policy

When there is snowfall and snow ploughs are employed to clear roads, a member of the Service Manager's staff will be appointed to work with and attend the Cambridgeshire Emergency Management Team office. The Service Manager's office will collate information from all Areas and agency areas on the condition of roads regarding snow drifts, blocked roads, etc. and will report information to:-

- Cambridgeshire Emergency Management Team duty officer
- Service Director, Infrastructure Management & Operations
- Police and emergency services
- County Press Officer with information for forwarding to press, radio, television and motoring organisations.
- Cambridgeshire Direct

This press reporting procedure is to be in place whilst snow ploughing operations are in progress. It is envisaged that the procedures will operate during office hours or between 8am and 8pm 7 days a week in extreme conditions. Close liaison with the Police Press Officer will be required.

10. Winter Maintenance Depots and Salt Stocks

10.1. Table of Depots and Salt Stocks

FENLAND	Melbourne Avenue March PE15 0EN Telephone: 01354 654321	2,500 tonnes salt 30,000L brine
EAST	Witchford Road Ely Cambs CB6 3NR Telephone: 01353 650 570	2,500 tonnes salt 30,000L brine
SOUTH	Station Road Whittlesford Cambridge CB2 4NL Telephone: 01223 699 220	Salt purchased from Highways England 30,000L brine
HUNTS	Stanton Way Huntingdon Cambs PE29 6PY Telephone: 01480 372 479	3,000 tonnes salt 30,000L brine

Salt usage throughout the period is reported by the Cambridgeshire County Council duty manager to the Department of Transport.

11. Salt and Salt Bins for Community Use

11.1. Policy for the Provision of Salt Bins by the highway authority

A highway authority does not have a legal responsibility to provide salt bins on the highway network. Salt bins are provided for residents to self-help in salting the roads and footways in their areas. In order for the bin to be utilised, it must be provided close to residents who are prepared (but not obliged) to spread the salt.

Salt bins are and can be provided for known trouble spots such as sharp bends, steep hills, etc., and are predominantly used during times of snow fall but little used during the rest of the winter period.

Ensuring known trouble spots on the Priority 1 salting network and elsewhere have a salt bin assists in reducing incidents and accidents with a consequent saving to the environment through less use of materials to affect repairs.

Each bin is to be checked annually and refilled before the start of the winter season. Bins that are either broken or worn are to be replaced as necessary. A stock level of around 15 bins will be maintained.

List of Bin Locations see Appendix B.

11.2. Grit/Salt Bins

- 11.2.1.** Grit/salt bins are provided by the local council (parish/town/city/district council) with the intention that members of the public will use them on a voluntary basis. The County Council will therefore not accept any liability in respect of the treatment of the areas where the grit/salt bins are situated.

Because of the maintenance costs and environmental difficulties associated with the provision and use of grit/salt bins there is a general presumption against their use. However the County Council is prepared to agree to the provision of grit/salt bins in accordance with the following conditions:

- All salt shall be kept in purpose made roadside bins
- Bins shall be provided by local councils (parish/town/city/distr
- Open salt heaps will not be permitted

11.2.2. Location of Roadside Grit/Salt Bins

Grit/salt bins shall only be located with the agreement of the Local Highway Officer, usually at hazardous sites on the non-precautionary network, e.g. steep

gradients, sharp bends or areas where there is history of poor surface water drainage or ponding. This will be reviewed annually.

11.2.3. Providers of Grit/Salt Bins

Providers can either be a local council (parish, town, city, district) and they will be expected to fund the supply, installation and maintenance of the grit/salt bins. The bin shall normally be yellow in colour, although the Local Highway Officer will consider requests for variations.

11.2.4. Replenishment of Salt to Bins

The County Council shall order the salt replenishment by the Service Provider. It is the responsibility of the local councils to notify the Local Highway Officer when replenishment is required. The Service Provider will carry out replenishment at the expense of the County Council as soon as practical according to availability of resources and prevailing weather conditions and on a zonal basis.

12. Advice on Snow Clearance for Parish Volunteers

12.1. Snow Code – Tips on Clearing Snow and Ice from Pavements or Public

Spaces [Your home - Met Office](#)

<https://www.metoffice.gov.uk/barometer/advice/your-home/the-snow-code>

Don't be put off clearing paths because you're afraid someone will get injured. Remember, people walking on snow and ice have a responsibility to be careful themselves.

Follow the advice below to make sure you clear the pathway safely and effectively.

And don't believe the myths – it is unlikely you will be sued or held legally responsible for any injuries if you have cleared the path carefully.

12.2. Snow Clearing – Sub-Contractor & Farmers

In times of severe winter weather, the Highway Maintenance Manager may employ contractors and farmers with specialist plant and labour. Despite the nature of the situation, as with all Civil Engineering and Highways works, snow clearing is still subject to Health & Safety legislation.

13. Delegated Agreements with Town and Parish Councils Advice on Snow Clearance

13.1. Cross Boundary Arrangements with Other Authorities

The Network Management Officer shall liaise with all other highway authorities that border the county's road network to ensure the network coverage is co-ordinated with their respective precautionary networks. In the interest of efficiency and route planning, the Network Management Officer will agree to cross boundary routings where appropriate. Details of these arrangements are contained in Appendix I.

14. Responsibility of Water Utilities for Leaks onto the Highway

14.1. Responsibilities of Water Companies for Leaks onto the Highway Background

Under Section 82 of the New Roads & Street Works Act 1991 utilities can be held liable due to a failure of their apparatus. However the Traffic Management Act 2004 has placed other duties and responsibilities on utilities e.g. co-ordination and timing of repairs. This does not absolve the highway authority from any responsibility. In agreement with the water utilities, the protocol in dealing with such events is for the highway authority to act.

14.2. Procedure

On discovery of leaks or bursts on the Highway

It is anticipated that members of the public would notify the majority of leaks directly to the relevant utility. Any leaks found by the highway authority or its agents whilst carrying out their duties shall be reported immediately to the relevant utility. Should this be during a period of sub-zero RSTs, or where sub-zero RST's are anticipated, then the highway authority or its agent are obliged to take suitable action until the utility can assume control of the site.

Suitable actions may include but not limited to: Salting the localised area on a regular basis. Damming or filtering the seepage through a rock salt bung. Protecting and signing the affected area Any actions to prevent water seeping on to the highway surface.

Dealing with the water seepage

On assuming control of the site the utility is expected to carry out all actions and procedures as would be required under NRSWA. This will include the salting of any seepage onto the highway. However in some situations because of the excessive length of the road affected the highway authority will be required to assist. This assistance may be: Advice or guidance in the deployment of traffic management as would be expected under NRSWA, The provision of rock salt. Manpower and plant

in order to salt large areas of the highway. Providing weather forecast and advising on precautionary salting actions.

Signing and protecting

If RSTs are forecasted to be at or below zero, the utility shall deploy 'Ice Warning Signs' to 554.2 with sub-plate 554.3 and shall advise the duty officer. Any further measures which may include extra signing or measures to warn highway users of the presence of ice shall only be deployed with the agreement of the duty officer. Lane or road closures may only be used in exceptional circumstances.

Recharging for works or assistance

The highway authority may recharge the utility for: Plant, labour and material supplied upon the utility's request, Action(s) carried out between notifying the utility and them assuming control of the site. Damage caused to the highway under section 82.

Any subsequent claims against the highway authority as a result of the leakage.

15. Vehicles and Plant

15.1. Introduction

The size, composition and standard of the vehicle fleet have a major impact on the economy, efficiency and effectiveness of the Winter Maintenance operation and vehicle unreliability can seriously undermine the integrity of the Winter Service Operational Plan.

15.2. Winter Maintenance Fleet

	<p>All vehicles that are used for spreading salt utilise Exactrak GPS vehicle tracking software so that documentary evidence of what a vehicle is doing at any one time can be accessed. Data recorded during a salting action are; speed, whether salting or not, direction of travel and GPS location, all at 5 minute intervals.</p> <p>All salt spreading vehicles are speed related and calibrated accurately. Additional checks on the rate and width of spread are carried out mid-season.</p> <p>All vehicles are single manned during normal precautionary salting and post salting for ice.</p> <p>To ensure that sufficient drivers are available to cover for 24 hour manning in times of severe weather, three drivers are provided for each route.</p> <p>All operatives of salt spreading equipment will be in possession of the 'Winter Maintenance Operators Qualification' awarded by City and Guilds Institute.</p> <p>For a list of county gritters and loading shovels see Appendix F.</p>

Appendices

Treatment Matrix Tables

Treatment Matrix A Spreading Rates

(Appendix H - Winter Service Practical Guidance)

Treatment Matrix A Dry Salting (De-icer spread rates in g/m ²)													
Frost or forecast frost Road surface Temperature (RST) and Road Surface Wetness	Column Cvrg Traffic Loss	A PC HT NL	B PC HT HL	C PC MT NL	D PC MT HL	E FC HT NL	F FC HT HL	G FC MT NL	H FC MT HL	I GC HT NL	J GC HT HL	K GC MT NL	L GC MT HL
RST at or above -2°C and dry or damp road conditions		8	8	8	8	8	8	8	8	8	8	8	8
RST at or above -2°C and wet road conditions		10	13	13	16	8	11	11	13	8	8	8	10
RST below -2°C and above -5°C and dry or damp road conditions		15	20	17	20	13	17	14	17	10	13	11	13
RST below -2°C and above -5°C and wet road conditions		25	2 x 17	2 x 17	2 x 20	21	28	28	2 x 17	16	21	21	25
RST at or below -5°C and above -10°C* and dry or damp road conditions		29	2 x 19	2 x 16	2 x 19	24	32	27	2 x 16	18	24	20	24
RST at or below -5°C and above -10°C* and wet road conditions		2 x 24	2 x 32	2 x 32	2 x 39	2 x 20	2 x 27	2 x 27	2 x 32	30	2 x 20	2 x 20	2 x 24

Please see Table H 13 for variations to the rates given above

Key:

Cvrg: PC = Poor coverage, FC = Fair coverage, GC = Good coverage

Traffic: HT = High level, MT = Medium Level

Loss: NL = Normal loss, HL = High loss

*Refer to section H10.21 notes 3, 4 & 5 when spreading at temperatures at or below -5°C.

Treatment Matrix B Spreading Rates

(Appendix H - Winter Service Practical Guidance)

Treatment Matrix B Pre-Wetted Salting (De-icer spread rates in g/m ²)													
Frost or forecast frost Road surface Temperature (RST) and Road Surface Wetness	Column Cvrg Traffic Loss	A PC HT NL	B PC HT HL	C PC MT NL	D PC MT HL	E FC HT NL	F FC HT HL	G FC MT NL	H FC MT HL	I GC HT NL	J GC HT HL	K GC MT NL	L GC MT HL
RST at or above - 2°C and dry or damp road conditions		8	8	8	8	8	8	8	8	8	8	8	8
RST at or above - 2°C and wet road conditions		8	10	12	14	8	9	10	12	8	8	8	9
RST below -2°C and above -5°C and dry or damp road conditions		13	16	16	18	11	14	14	16	9	11	11	12
RST below -2°C and above -5°C and wet road conditions		21	26	2 x 16	2 x 18	18	22	27	31	14	17	21	24
RST at or below - 5°C and above -10°C* and dry or damp road conditions		26	2 x 16	2 x 16	2 x 18	22	27	27	31	17	21	21	24
RST at or below - 5°C and above -10°C* and wet road conditions		2 x 21	2 x 26	2 x 31	2 x 36	2 x 18	2 x 22	2 x 27	2 x 31	28	2 x 17	2 x 21	2 x 24

Please see Table H 13 for variations to the rates given above

Key:

Cvrg: PC = Poor coverage, FC = Fair coverage, GC = Good coverage

Traffic: HT = High level, MT = Medium Level

Loss: NL = Normal loss, HL = High loss

*Refer to section H10.21 notes 3, 4 & 5 when spreading at temperatures at or below -5°C.

Appendix B

Grit/Salt Bin Locations (TBA – locations currently being inspected for updating)

Appendix C

Ice Station Locations and Details of Provider

DTN

292 Vauxhall Bridge Road
London
SW1V 1AE

Tel: 02038 683 300

Fax: 02038 683 309

www.DTN.com

Provider of weather stations (Ice Station) and bureau service

Vaisala Ltd
Vaisala House
349 Bristol Road
Edgbaston
Birmingham
B5 7SW

Tel: 0121 683 1269

www.vaisala.com

ice.technical.support@vaisala.com

Attached details of daily forecast

- 36 hr
- 2 – 10 day forecast
- Graph of anticipated road temperatures etc.

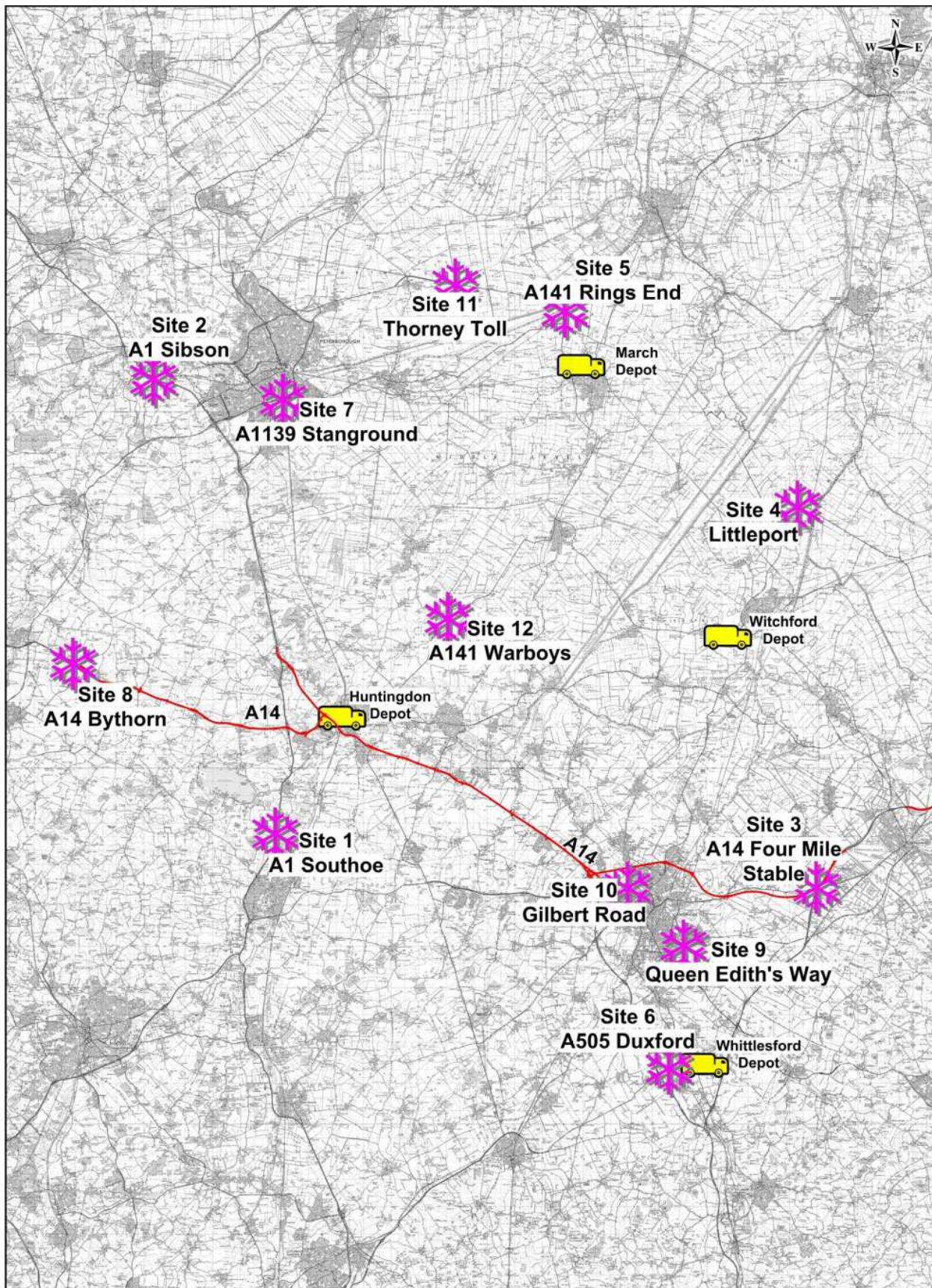
See appendix plan for details of weather station locations

Ice Station Locations

Site	1	A1, Southoe	Grid Ref	TL 187 650
Site	2	A1, Sibson	Grid Ref	TL 095 976
Site	3	A14, Four Mile Stable	Grid Ref	TL 586 610
Site	4	A10, Littleport	Grid Ref	TL 565 881
Site	5	A141, Rings End	Grid Ref	TL 398 023
Site	6	A505, Duxford	Grid Ref	TL 474 471
Site	7	A1139, Stanground	Grid Ref	TL 195 960
Site	8	A14, Bythorn	Grid Ref	TL 057 757
Site	9	C233, Queen Ediths Way	Grid Ref	TL 484 560
Site	10	B1049, Gilbert Road	Grid Ref	TL 443 603
Site	11	Thorney Toll	Grid Ref	TL 318 043
Site	12	A141, Warboys	Grid Ref	TL 312 799

See plan for site location

Cambridgeshire Ice Station Locations



Scale (at A3): 1:250000 Centred at: 531473,279966 Date: 25/10/2017 By: fn266 © Crown copyright and database rights 2017 OS 100023205

Typical 36 Hour and 8 Day Weather Forecast

Road Weather Forecast delivery 11/2/21 11:00 AM Cambridgeshire County Council

DTN

11 February 2021, 11:00

020 3808 2009

Cambridgeshire County Council

Forecaster: Mario Cuellar

Short term forecast

It will stay cold this afternoon with moderate easterly winds persisting. There will be spells of sunshine at first, possibly turning hazy and cloudier later. Staying dry.

Tonight will be another cold night with moderate easterly winds continuing, leading to a risk of frost and ice. Cloud will clear to the west overnight to leave clear skies.

Friday will be another cold day with easterly winds persisting. It will be a dry day with plenty of sunshine. In the afternoon there may be a few patches of cloud moving in from the east.

Road conditions:

RSIs falling below zero widely this evening and tonight. See tables for details. High confidence.

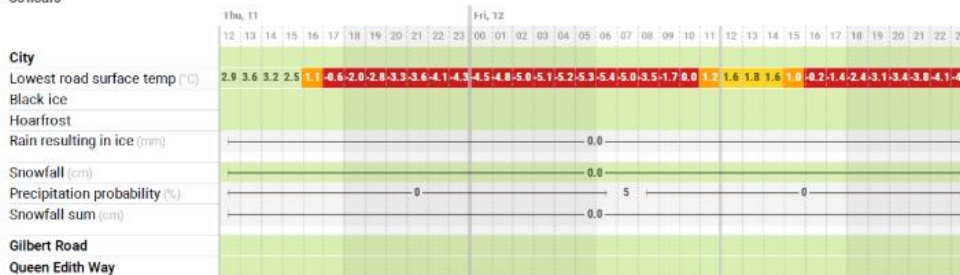
2 to 5 day forecast

Continuing cold on Saturday with sunshine to start, but cloud is expected to build from the west through the afternoon. Sunday is likely to be dry and cloudy for much of the day with blustery winds, but rain may push in from the west during the evening. Remaining overcast on Monday, with outbreaks of rain possible at times. However, it will become milder than recently.

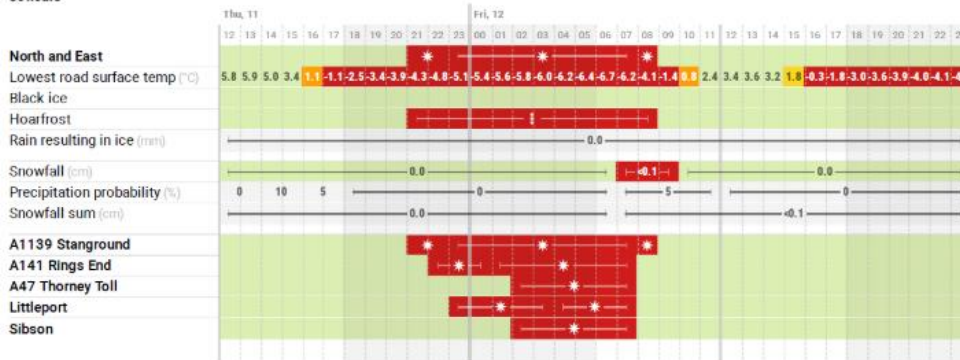
6 to 10 day forecast

Tuesday will be largely dry but cloudy. Overnight, a weakening frontal system may bring some spells of rain in places. High pressure is expected then to build for Wednesday and Thursday. Potentially, the nights may become cold with frost in any clear spells. By Friday, another weak front may bring some patchy rain. It could turn colder again by the end of the week.

36 hours

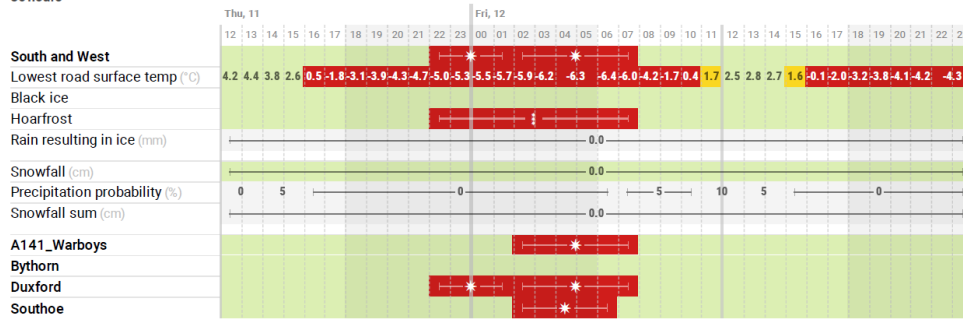


36 hours



Legend: Rain resulting in ice Snow Black ice Hoarfrost Ice Pellets Condensation Wet Sleet Hail Rain Drizzle Fog
Colours: Safe Wet Caution Close to hazard Hazard Major hazard Lowest temperatures

36 hours



Brine Salt Rock Cosh Sheets



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Safety data sheet

According to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

· **Product identifier**

· **Trade name:** Salt - all type

Sodium chloride - all types

· **Product name:** Salt

· **Article number:** 102197

· **EC number:**

231-598-3

· **Relevant identified uses of the substance or mixture and uses advised against**

No further relevant information available.

· **Application of the substance / the preparation**

For chemical/technical use.

Food

· **Details of the supplier of the safety data sheet**

· **Manufacturer/Supplier:**

AZELIS

Posthofbrug 12, box 6

B-2600 Antwerp

Belgium

· **Further information obtainable from:**

Azelis

E mail: sds@azelis.com

· **Emergency telephone number:**

+ 33 (0) 1 44 73 10 02 (Carechem 24*7)

For China: + 86 1051003039

For India: +65 31581198

For advice on chemical emergencies, spillages, fires or First Aid

National emergency telephone number :

*Czech Republic: Toxikologické informační středisko (TIS), Klinika nemocí z povolání, Na Bojišti 1,
128 08 Praha 2, Tel - nonstop: + 420 224 919 293, + 420 224 915 402*

France : Orfila 01.45.42.59.59

Netherlands: National vergiftigingen info centrum: 030-2748888

Denmark Giftlinien +45 82 12 12 12

Sverige +46 08-33 12 31

Norge Giftcentralen +47 22 59 13 00

Schweizerisches Toxikologisches Informationszentrum Telefon +41 145

Finland: Myrkytystietokeskus, puh. 09-471977 tai 09-4711/Myrkytystietokeskus

Vergiftungsinformationszentrale Wien Telefon +43 1 4064343

Núdzové telefónne číslo: Národné toxikologické informačné centrum, tel: 02/ 5477 4166

Romania: BIROUL PT REGULAMENTUL SANITAR INTERNATIONAL SI INFORMARE

TOXICOLOGICA: +4021 318 36 06

Serbia - Nacionalni centar za kontrolu trovanja: + 381 11 266 11 22

Turkey - Acil Sağlık Hizmetleri Genel Müdürlüğü: 114

Hungary - Health Toxicological Information Service, H-1096 Budapest, Nagyvárad tér 2: +36 80 20 11 99 (free of charge within Hungary)

Croatia - Broj telefona službe za izvanredna stanja: 112

Greece - ΤΗΛ. ΚΕΝΤΡΟΥ ΔΗΛΗΤΗΡΙΑΣΕΩΝ : 210-77.93.777

SLOVAKIA Núdzové telefónne číslo: Národné toxikologické informačné centrum, tel: 02/ 5477 4166

GB

(Contd. on page 2)

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Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 1)

· **Classification of the substance or mixture**

· **Classification according to Regulation (EC) No 1272/2008**

The substance is not classified according to the CLP regulation.

· **Classification according to Directive 67/548/EEC or Directive 1999/45/EC Void**

· **Information concerning particular hazards for human and environment:**

The product does not have to be labelled due to the calculation procedure of the "General Classification guideline for preparations of the EU" in the latest valid version.

· **Classification system:**

The classification is in line with current EC lists. It is extended, by information from technical literature and company information.

· **Label elements**

· **Labelling according to Regulation (EC) No 1272/2008 Void**

· **Hazard pictograms Void**

· **Signal word Void**

· **Hazard statements Void**

· **Other hazards**

· **Results of PBT and vPvB assessment**

· **PBT: Not applicable.**

· **vPvB: Not applicable.**

· **Chemical characterization: Substances**

· **CAS No. Description**

7647-14-5

· **Identification number(s)**

· **EC number: 231-598-3**

· **Additional information:**

CAS: 7647-14-5

EINECS: 231-598-3

sodium chloride > 98%

- **Description of first aid measures**

- **General information:** *Seek medical treatment in case of complaints.*

- **After inhalation:** *Supply fresh air.*

- **After skin contact:** *Rinse with water.*

- **After eye contact:**

Rinse opened eye for several minutes under running water. If symptoms persist, consult a doctor.

Remove contact lenses.

- **After swallowing:** *Rinse out mouth and then drink plenty of water.*

- **Information for doctor:**

- **Most important symptoms and effects, both acute and delayed**

No further relevant information available.

- **Indication of any immediate medical attention and special treatment needed**

No further relevant information available.

GB

(Contd. on page 3)

Page 3 / 7

Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 2)

- **Extinguishing media**

- **Suitable extinguishing agents:** *Use fire extinguishing methods suitable to surrounding conditions.*

- **Special hazards arising from the substance or mixture**

The product is non-combustible

The product is not flammable

In case of fire, the following can be released:

Hydrogen chloride (HCl)

- **Advice for firefighters**

- **Protective equipment:**

Wear self-contained respiratory protective device.

Wear fully protective suit.

- **Personal precautions, protective equipment and emergency procedures**

Ensure adequate ventilation

Avoid contact with eyes and skin

Eye wash must be available at the workplace.

- **Environmental precautions:** *Avoid spreading into the environment.*

- **Methods and material for containment and cleaning up:**

Sweep together and pick up.

Send for recovery or disposal in suitable receptacles.

Clean the affected area carefully; suitable cleaners are:

Water

Dispose of the material collected according to regulations.

- **Reference to other sections**

See Section 7 for information on safe handling.

See Section 8 for information on personal protection equipment.

See Section 13 for disposal information.

- **Handling:**

- **Precautions for safe handling**

Usual safety precautions should be observed to ensure safe handling.

- **Information about fire - and explosion protection:**

Ground container and transfer equipment to eliminate static electric sparks.

- **Conditions for safe storage, including any incompatibilities**

- **Storage:**

- **Requirements to be met by storerooms and receptacles:**

Keep in cool, dry, ventilated storage and closed containers.

Keep container tightly sealed.

- **Information about storage in one common storage facility:**

Store separated from:

Strong acids.

- **Further information about storage conditions:** *None.*

- **Specific end use(s)** *No further relevant information available.*

GB

(Contd. on page 4)

Page 4 / 7

Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 3)

- **Additional information about design of technical facilities:** *No further data; see item 7.*

- **Control parameters**

- **Ingredients with limit values that require monitoring at the workplace:**

See section: Additional Occupational Exposure Limit Values

- **Additional Occupational Exposure Limit Values for possible hazards during processing:**

Inhalable dust: 3mg/m³

Total dust: 10mg/m³

- **Additional information:**

This is based on data that was valid at the time of writing.

Use engineering controls to reduce air contamination to permissible exposure level.

- **Exposure controls**

- **Personal protective equipment:**

- **General protective and hygienic measures:**

The usual precautionary measures are to be adhered to when handling chemicals.

Provide eyewash station.

Ensure that washing facilities are available at the work place.

Ensure adequate ventilation.

- **Respiratory protection:**

Not necessary if room is well-ventilated.

Wear respirator if there is dust formation.

NIOSH or European Standard EN 149 approved respirator

- **Protection of hands:**

Use protective gloves in case of long-term or repeated skincontact.

Protective gloves.

DIN/EN 374

- **Material of gloves**

The selection of the suitable gloves does not only depend on the material, but also on further marks of quality and varies from manufacturer to manufacturer.

- **Eye protection:**

Safety glasses

(EN 166)

- **Information on basic physical and chemical properties**

- **General Information**

- **Appearance:**

Form: *Crystalline*

(Contd. on page 5)

GB

Page 5 / 7

Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

Trade name: *Salt - all type*

Sodium chloride - all types

(Contd. of page 4)

Colour: *Colourless*

White

- **Odour:** *Odourless*

- **pH-value (100 g/l) at 20 °C:** *10*

- **Change in condition**

Melting point/Melting range: *~801 ° C*

Boiling point/Boiling range: *~1413 ° C*

- **Flash point:** *Not applicable.*

- **Ignition temperature:**

Decomposition temperature: *Undetermined.*

- **Self-igniting:** *Product is not selfigniting.*

- **Danger of explosion:** *Product does not present an explosion hazard.*

- **Vapour pressure at 747 °C:** *2. 4 mmHg*

- **Density at 20 °C:** *2. 17 g/cm³*

- **Solubility in / Miscibility with**

water at 0 °C: *359 g/l*

- **Other information** *No further relevant information available.*

- **Reactivity**

- **Chemical stability**

- **Thermal decomposition / conditions to be avoided:**

No decomposition if used and stored according to specifications.

Thermal decomposition: >800 ° C

- **Possibility of hazardous reactions**

Contact with acids releases flammable gases.

Corrosive action on metals.

- **Conditions to avoid** *No further relevant information available.*

- **Incompatible materials:** *Strong acids.*

- **Hazardous decomposition products:**

Fire or high temperatures create:

Hydrogen chloride (HCl)

- **Information on toxicological effects**

- **Acute toxicity:**

- **LD/LC50 values relevant for classification:**

7647-14-5 sodium chloride

Oral LD50 3000 mg/kg (rat)

- **Primary irritant effect:**

- **on the skin:** *Prolonged or repeated contact leads to drying of skin.*

- **on the eye:** *Particles in the eyes could cause irritation and smarting.*

- **ingestion:** *Could cause discomfort if swallowed.*

(Contd. on page 6)

Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 5)

- **inhalation:** Dust could irritate respiratory system or lungs.

- **Subacute to chronic toxicity:**

Salt - all type

Toxicity 1000 hg/cm2 (Earthworm)

- **Genotoxicity (mutagenicity):** Not mutagenic.

- **Additional toxicological information:**

The product is not subject to classification according to the calculation method of the General EU Classification Guidelines for Preparations as issued in the latest version.

- **Toxicity**

- **Aquatic toxicity:**

Salt - all type

EC50/48h 2024 mg/l (Daphnia)

IC50/72 h 3014 mg/l (algae)

LC50/96h 6750 mg/l (fish)

Subacute 1016 mg/l (Daphnia)

433 mg/l (fish)

- **Persistence and degradability**

Salt - all type

BOD5 0 mg/g (-)

COD 0 mg/g (Chemical oxygen demand)

- **Behaviour in environmental systems:**

- **Bioaccumulative potential** No further relevant information available.

- **Mobility in soil** No further relevant information available.

- **Additional ecological information:**

- **General notes:**

Do not allow undiluted product or large quantities of it to reach ground water, water course or sewage system.

- **Results of PBT and vPvB assessment**

- **PBT:** Not applicable.

- **vPvB:** Not applicable.

- **Other adverse effects** No further relevant information available.

- **Waste treatment methods**

- **Recommendation** Dispose of in accordance with Local Authority requirements.

- **Uncleaned packaging:**

- **Recommendation:** Disposal must be made according to official regulations.

- **UN-Number**

- **ADR, ADN, IMDG, IATA** Void

(Contd. on page 7)

Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04. 06. 2013 Revision no. 1 Revision: 04. 06. 2013

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 6)

- **UN proper shipping name**
 - **ADR, ADN, IMDG, IATA** *Void*
 - **Transport hazard class(es)**
 - **ADR, ADN, IMDG, IATA**
 - **Class** *Void*
 - **Packing group**
 - **ADR, IMDG, IATA** *Void*
 - **Environmental hazards:**
 - **Marine pollutant:** *No*
 - **Special precautions for user** *Not applicable.*
 - **Transport in bulk according to Annex II of MARPOL73/78 and the IBC Code** *Not applicable.*
 - **Transport/Additional information:** *Not dangerous according to the above specifications.*
 - **UN "Model Regulation":** –
 - **Safety, health and environmental regulations/legislation specific for the substance or mixture**
 - **Labelling according to Regulation (EC) No 1272/2008**
 - **Hazard statements** *Please refer section 2.*
 - **National regulations:**
 - **Information about limitation of use:**
- Employment restrictions concerning juveniles must be observed.*
- **Chemical safety assessment:** *A Chemical Safety Assessment has not been carried out.*

This information is based on our present knowledge. However, this shall not constitute a guarantee for any specific product features and shall not establish a legally valid contractual relationship.

- **Department issuing SDS:** *Q&SHE*
- **Contact:** *sds@azelis.com*
- **Abbreviations and acronyms:**

RID: Règlement international concernant le transport des marchandises dangereuses par chemin de fer (Regulations Concerning the International Transport of Dangerous Goods by Rail)

ICAO: International Civil Aviation Organization

ADR: Accord européen sur le transport des marchandises dangereuses par Route (European Agreement concerning the International Carriage of Dangerous Goods by Road)

IMDG: International Maritime Code for Dangerous Goods

IATA: International Air Transport Association

GHS: Globally Harmonized System of Classification and Labelling of Chemicals

EINECS: European Inventory of Existing Commercial Chemical Substances

CAS: Chemical Abstracts Service (division of the American Chemical Society)

LC50: Lethal concentration, 50 percent

LD50: Lethal dose, 50 percent

GB

Appendix F

County Council Gritters and Loading Shovels

YD67VDL	- 18t	HUNTINGDON
---------	-------	------------

DAF LF260 E6		
YD67VDM		
DAF LF260 E6	- 18t	HUNTINGDON
YD67VDN		
DAF LF260 E6	- 18t	HUNTINGDON
YD67VDF		
DAF LF260 E6	- 18t	HUNTINGDON
YA19KGZ		
DAF LF260 E6	- 18t	HUNTINGDON
YA19KGY		
DAF LF260 E6	- 18t	HUNTINGDON
YA19KHB		
DAF LF260 E6	- 18t	HUNTINGDON
YJ19SKO		
MERC AROCS 2635	- 26t	HUNTINGDON
YJ19SKV		
MERC AROCS 2635	- 26t	HUNTINGDON
YT59BKL		
DAF LF55 220 E4	Guided Bus 18t	HUNTINGDON
YD67VDG		
DAF LF260 E6	-18t	WHITTLESFORD
YD67VDJ		
DAF LF260 E6	-18t	WHITTLESFORD
YD67VDK		
DAF LF260 E6	-18t	WHITTLESFORD
YK69HFZ		
DAF LF260 E6	- 18t	WHITTLESFORD
YK6 HGA		
DAF LF260 E6	- 18t	WHITTLESFORD
YK69HFY	- 18t	WHITTLESFORD

DAF LF260 E6		
YA19KHG		
DAF LF260 E6	- 18t	WHITTLESFORD
YJ19SJU		
MERC AROCS 2635	- 26t	WHITTLESFORD
YJ19SJV		
MERC AROCS 2635	- 26t	WHITTLESFORD
YJ65VZZ		
MERC ATEGO 1321K 4x2	- 13t	WHITTLESFORD
YC64OFE	Spare 26t	WHITTLESFORD
YD67VDC		
DAF LF260 E6	-18t	WITCHFORD
YD67VDE		
DAF LF260 E6	-18t	WITCHFORD
YA19KHU		
DAF LF260 E6	18t	WITCHFORD
YK69HFW		
DAF LF260 E6	18t	WITCHFORD
YK69HFX		
DAF LF260 E6	- 18t	WITCHFORD
YJ19RVY		
MERC AROCS 2635	- 26t	WITCHFORD
YJ19RWK		
MERC AROCS 2635	- 26t	WITCHFORD
YJ19RVO		
MERC AROCS 2635	- 26t	WITCHFORD
YJ65VZY		
MERC ATEGO 1321K 4x2	13t	WITCHFORD

YA19KHH DAF LF260 E6	- 18t	MARCH
YA19KHC DAF LF260 E6	18t	MARCH
YA19KHE DAF LF260 E6	18t	MARCH
YA19KHF DAF LF260 E6	18t	MARCH
YD67VDO DAF LF260 E6	18t	MARCH
YA19KHD DAF LF260 E6	18t	MARCH
YK69HFV DAF LF260 E6	18t	MARCH
YJ19SJY MERC AROCS 2635	26t	MARCH

Cambridgeshire County Council – 2017 / 2018 Winter Fleet List			
Chassis Type & Make	Body Type	VRN	Operating Depot
MERC ATEGO 1321K 4x2	Econ 4m ³ Prewet spreader	YJ65VZY	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC ATEGO 1321K 4x2	Econ 4m ³ Prewet spreader	YJ65VZZ	STATION ROAD, WHITTLESFORD CB224NL
MERC 1824 4X2	Econ 6m ³ Prewet spreader	YF63HVD	MARCH DEPOT COUNTY ROAD PE158NE
MERC 1824 4X2	Econ 6m ³ Prewet spreader	YF63HVE	MARCH DEPOT COUNTY ROAD PE158NE
MERC 1824 4X2	Econ 6m ³ Prewet spreader	YF63HVG	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAC	STATION ROAD, WHITTLESFORD CB224NL
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAE	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAF	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR

DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAH	STATION ROAD, WHITTLESFORD CB224NL
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAK	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMH	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMK	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMP	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMR	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMY	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF55 220 E6	Econ 6m ³ Prewet spreader	YK64KKZ	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF55 220 E6	Econ 6m ³ Prewet spreader	YK64KLA	MARCH DEPOT COUNTY ROAD PE158NE
FL280	Econ qcb gritter Sprayer	YT59BKL	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 2635 6x4	Econ 9m ³ prewet spreader	YC64OFE	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 2635 6x4	Econ 9m ³ prewet spreader	YC64OFG	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WKZ	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLA	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLB	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLC	MARCH DEPOT COUNTY ROAD PE158NE
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLD	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLK	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAD	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDC	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDF	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDG	STATION ROAD, WHITTLESFORD CB224NL
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDJ	STATION ROAD, WHITTLESFORD CB224NL
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDK	STATION ROAD, WHITTLESFORD CB224NL
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDL	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDM	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDN	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY

DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDO	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF260FA	Econ 6m ³ Prewet Spreader	YF67VDE	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC 2633 6x4	Econ 9m ³ Prewet Spreader	PE10GUK	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR

Winter Service Duty Rota 2021 - 2022

Appendix G

	Friday	Decision Maker	Deputy Decision Maker
tba			

Cross Boundary Arrangements with Other Authorities

North/East Area

Peterborough Unitary Authority	CCC to treat the A605 from the county boundary to the B1095.
Lincolnshire County Council	CCC to treat B1165 from county boundary to C739 Draw Dyke.
	CCC to treat A1101 from county boundary to Station Road.
	Lincs CC to treat Bythorne Bank from Chapel Gate at county boundary to Cross Drove.

	<p>Lincs CC to treat B1166 from county boundary at South Eau Bank crossing bridge to Marshall's Bank.</p>
Norfolk County Council	<p>CCC to treat March Riverside Upwell from Thurlands Drove County Boundary the whole length of March Riverside.</p> <p>CCC treat precautionary gritting routes to county boundary (including Brandon Creek bridge).</p> <p>CCC to treat B1100 from County Boundary to A1101 Main Street.</p> <p>NCC to treat from County Boundary Sandy Lane to Bush Lane Wisbech</p>
Suffolk County Council	<p>CCC to treat the B1063 from county boundary to the B1085 junction at Copley Grove.</p> <p>CCC to treat Short Road, Snailwell as part of P2 route (bridge to A142)</p> <p>SCC to treat the B1085 from A11/B1085 roundabout to Freckenham Red Lodge.</p> <p>SCC to treat B1506 boundary to Bury Toll.</p> <p>SCC to treat CCC section of C224/C653 Moulton Road, Newmarket as part of their P1 routes.</p> <p>SCC to treat CCC sections of B1085 between Moulton & Dalham.</p> <p>SCC to treat over the county boundary C144 Beck Road, Isleham turning at the junction with Unc Sheldricks Road</p> <p>SCC to treat C150 Kennett Gap.</p>
West Area	
Bedfordshire County Council	<p>CCC to treat the B645 from UCI to county boundary.</p> <p>Beds CC to treat B660 from county boundary to B645 junction.</p>
Northamptonshire County Council	<p>NCC will treat Class 3 road Lutton county boundary to first crossroads in Cambridgeshire.</p>

NCC will treat B663 from county boundary to A14.

CCC to treat A605 Warmington, county boundary to Warmington roundabout and B662 from county boundary to A605.

Peterborough Unitary Authority

CCC to treat B1095 Milk and Water Drove, Stanground – from A605 Whittlesey Road to county boundary.

CCC to treat A605 Oundle Road Alwalton – from Lynchwood West county boundary.

Peterborough CC will treat A6118 Wansford from county boundary to the A1.

South Area

Suffolk County Council

CCC to treat A1307 to Hanchett End, Haverhill.

CCC to treat from county boundary along the C246 from Nosterfield End to the roundabout on the A1017.

Essex County Council

No cross boundary arrangements.
Cambridgeshire treat precautionary routes to county boundary.

Hertfordshire County Council

CCC to treat A505 from county boundary to roundabout A505/A10.

Bedfordshire County Council

CCC to treat from county boundary Potton Road, Guilden Morden to the B1042 junction.

Appendix J

Gritting Routes – Precautionary Network (P1 and P2)

Winter Maintenance of Footway Bridges

Footway Bridges for Gritting

1. **Scudamore Punting Bridge:** Mill Lane over set area.
2. **Garret Hostel Lane Bridge:** Queens Road to city side of bridge + 10m.
3. **Jesus Green Sluice and Footbridge:** Ramp on Greenside only + 10m and steps.
4. **Pretoria Road to Common:** Pretoria Road + 10m to Common + 10m.
5. **A10 Park and Ride Butt Lane Bridge:** Ramp to ramp + 10m.

6. **Jane Coston Bridge:** Continuous cycle lane, Cowley Road to Cambridge Road Industrial Estate.
7. **Water Street to Common:** Water Street ramp + 10m to Common = 10m.
8. **Riverside to St Andrews Road “New” Bridge:** Riverside End Bollards to Bollards (passed bridge) to Andrews Road Bollards.
9. **Manhattan Drive to Common:** Manhattan Drive + 10m to Common + 10m.
10. **Coldhams Lane “Beehive” Bridge:** Cromwell Road to RBT.
11. **Mill Road “Carter Bridge”:** Ramps to covered area only... Rustat Road + 10m and Devonshire Road.

Note: Grit 10 meters before and after ramps unless stated.

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/gritting-roads-cycleways-and-paths/>

Appendix L

Reduced Network (P1 only)

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/gritting-roads-cycleways-and-paths/>

Appendix M

Secondary Gritting Routes (P3)

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/gritting-roads-cycleways-and-paths/>

Appendix N

Vaisala Data Quality and Data Calibration Tests

Data Quality and Data Calibration tests: Summary of network performance

Cambridgeshire County Council - Own Stations

01.06.2021 00:00 - 30.06.2021 23:59 Europe/London

Table 1. Stations And Observation Values								
Station			Params	Observation Values				
Name	Start Date	End Date	(#)	All (#)	Passed (%)	Notes/Warnings /Errors (#)	Earliest	Latest
A10 Littleport	20.09.2000		49	211668	100.000	0 / 0 / 0	01.06.2021 00:00	30.06.2021 23:50

A141 Rings End	16.02.2004		49	211450	100.000	0 / 0 / 0	01.06.2021 00:00	30.06.2021 23:50
A505 Duxford	20.09.2000		39	167310	100.000	0 / 0 / 0	01.06.2021 00:00	30.06.2021 23:50
A141 Warboys	26.04.2016		23	94368	100.000	0 / 0 / 0	01.06.2021 00:00	30.06.2021 23:50
Queen Edith Way	03.09.2014		16	68877	100.000	0 / 0 / 0	01.06.2021 00:00	30.06.2021 23:50
Gilbert Road	03.09.2014		16	67356	99.997	0 / 2 / 0	01.06.2021 00:00	30.06.2021 23:50

Report produced by Vaisala at 03.07.2021 07:00 Europe/London Time

GLOSSARY FOR REPORTING GRITTING RUNS

Domains

Cambridgeshire County Council is divided into 5 Domains for the purpose of Winter Maintenance. The Domains are:

Fenland

East

Huntingdon

South

Cambridge City

Runs

As such for reporting purposes a Full Run would consist of all Domains being Gritted and Part Runs would consist of one or two Domains being Gritted.

Routes

Each Domain has a number of Gritted Routes under the P1 and P2 category

Fenland 8 Routes

East 8 Routes

Huntingdon 10 Routes

South has 8 Routes

Cambridge City has 3 Routes

As such a Full Run would consist of 37 Routes being Gritted

To be added table of district council contacts who have agreed to assist with winter service in their districts.

Finance Monitoring Report – July 2021

To: Highways and Transport Committee

Meeting Date: 7th September 2021

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

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the forecast position for 2021/2022.

Recommendation: The Committee is asked to:

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

Officer contact:

Name: Sarah Heywood
Post: Strategic Finance Manager
Email: sarah.heywood@cambridgeshire.gov.uk
Tel: 01223 699714

Member contacts:

Names: Councillors P McDonald and G Bird
Post: Chair/Vice-Chair
Email: peter.mcdonald@cambridgeshire.gov.uk
gerri.bird@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.

2. Main Issues

- 2.1 Revenue: The report attached as Appendix A is the Place & Economy Finance Monitoring Report as at the end of July 2021. Place and Economy is currently forecasting a £205K underspend at year end due to Street Lighting as the energy prices have increased by less than the budgeted inflationary uplift.
- 2.2 As detailed in the table 2.1.2 of the Finance Monitoring Report, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. For this July monitoring report the required funding has reduced due to more favourable income figures for parking operations. All the allocations will be reviewed and updated on a monthly basis. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.
- 2.3 Capital: The capital position is detailed in Appendix 6 of Appendix A and further details on the progress with capital projects is contained within agenda item 4 on this agenda.

3. Procurement Approach for Interim Resources in Highways & transport services

- 3.1 The background and the longer term strategy over the use of interim resources is set out in Appendix B. The Executive Director of Place & Economy, in consultation with the Chief Finance Officer, is of the view that this is the expedient option to ensure that service delivery is maintained during the period of transformation in the service and brings this procurement approach to the attention of the Committee through this appendix. The background and the longer term strategy over the use of interim resources is set out in Appendix B.

4. Alignment with corporate priorities

- 4.1 Communities at the heart of everything we do

There are no significant implications for this priority.

4.2 A good quality of life for everyone

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

5. Significant Implications

5.1 There are no significant implications for finance monitoring reports.

6. Source documents

6.1 Place and Economy Finance Monitoring Report – July 2021 (Appendix A)

Place & Economy Services

Finance Monitoring Report – July 2021

1. Summary

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Green	2
Green	Capital Programme	Remain within overall resources	Green	3

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2021/22 £000	Actual £000	Forecast Variance - Outturn (July) £000	Forecast Variance - Outturn (July) %
-2,792	Executive Director	3,554	68	-1,414	-40
+2,077	Highways	23,743	3,360	+854	+4
+514	Environmental & Commercial Services	41,474	6,077	+332	+1
+1	Infrastructure & Growth	2,250	1,699	+22	+1
0	External Grants	-6,754	-1,617	0	0
-200	Total	64,266	9,587	-205	0

The service level budgetary control report for July 2021 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Revised forecast £000
638	Waste additional costs / loss of income	50
1,500	Parking Operations loss of income	716
300	Park & Ride loss of Income	11
603	Traffic Management loss of income	186
310	Planning Fee loss of Income including archaeological income	154
400	Guided Busway – operator income	191
3,751	Total Expenditure	1,308

2.2 Significant Issues

Covid-19

As detailed in the table 2.1.2, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.

Waste Private Finance Initiative (PFI) Contract

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K, which is currently significantly offset by the lower tonnages of wood waste we are collecting at our HRCs. Following the majority of Q1 data becoming available, further potential pressures are currently being more than offset by increased levels of trade income.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities, estimated to be £850K in this financial year.

3. Balance Sheet

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

Expenditure

No significant issues to report this month.

Funding

All other schemes are funded as presented in the 2021/22 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2021/22 £000's	Actual July 2021 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
Executive Director					
0	Executive Director	440	68	0	0%
-2,792	Lost Sales, Fees & Charges Compensation	3,114	0	-1,414	-45%
-2,792	Executive Director Total	3,554	68	-1,414	-40%
Highways					
0	Asst Dir - Highways	160	21	1	0%
1	Local Infrastructure Maintenance and Improvement	9,251	-36	3	0%
602	Traffic Management	-182	-14	52	29%
0	Road Safety	731	747	1	0%
-198	Street Lighting	10,594	2,416	-117	-1%
96	Highways Asset Management	443	54	-1	0%
876	Parking Enforcement	0	-68	716	0%
0	Winter Maintenance	2,744	122	0	0%
700	Bus Operations including Park & Ride	0	118	200	0%
2,077	Highways Total	23,743	3,360	854	4%
Environmental & Commercial Services					
110	County Planning, Minerals & Waste	321	63	102	32%
100	Historic Environment	54	140	47	87%
0	Flood Risk Management	1,104	-60	27	2%
0	Energy Projects Director	32	-2,854	0	0%
-0	Energy Programme Manager	115	38	-0	0%
304	Waste Management	39,848	8,750	156	0%
514	Environmental & Commercial Services Total	41,474	6,077	332	1%
Infrastructure & Growth					
0	Asst Dir - Infrastructure & Growth	163	85	0	0%
0	Major Infrastructure Delivery	1,513	1,546	0	0%
0	Transport Strategy and Policy	19	-18	1	6%
0	Growth & Development	555	221	21	4%
0	Highways Development Management	0	-134	0	0%
1	Infrastructure & Growth Total	2,250	1,699	22	1%
-200	Total	71,020	11,204	-205	0%

Appendix 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Lost Sales, Fees & Charges Compensation

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
3,114	0	-1,414	-45

Budget has been set aside to cover expected shortfalls in income due to COVID. The budget has been built on assumptions on the level of income and these will be closely monitored during the year. The level of income is currently greater than the initial assumptions and so budget that is no required will be handed back to the corporate centre.

Traffic Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-182	-14	+52	+29

Income from permitting is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Income to date is higher than expected and this is shown in the reduction in the outturn forecast. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Street Lighting

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,594	2,416	-117	-1

Initial costs have been lower than expected this year for street lighting energy compared to the budget set, however indications are that energy costs are likely to increase.

Highways Asset Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
443	54	-1	0

Income was expected to be lower than the budget set due to COVID. However income is at pre-Covid levels and is not causing a pressure. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line and this will be handed back to the corporate centre as not required.

Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-68	+716	0

Income is projected to be lower than the budget set due to COVID. This is projected on certain assumptions and these assumptions will be closely monitored during the year. Currently income is ahead of the initial assumptions but not yet at pre-Covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Bus Operations including Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	118	+200	0

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently income is ahead of the initial assumptions but not yet at pre-Covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

County Planning, Minerals & Waste

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
321	63	+102	+32

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Historic Environment

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
54	140	+47	+87

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Waste Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
39,848	8,750	+156	0

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K, which is currently significantly offset by the lower tonnages of wood waste we are collecting at our HRCs. Following the majority of Q1 data becoming available, further potential pressures are currently being more than offset by increased levels of trade income.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities, estimated to be £850K in this financial year.

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	6,712
Adjustment to Waste PFI grant		+42
Non-material grants (+/- £30k)	N/A	0
Total Grants 2021/22		6,754

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	64,313	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	-7	
Current Budget 2020/21	64,266	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 31st July 2021 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	175	0	175	0	
On Street Parking	1,876	0	1,876	1,300	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,376	0	1,376	900	
Streetlighting - LED replacement	48	0	48	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	61	0	61	30	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	984	
Other earmarked reserves under £30k	89	18	107	0	
Sub total	5,184	18	5,202	3,626	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	3,905	(61)	3,844	0	
Other Capital Funding	3,410	1,337	4,748	0	
Sub total	7,315	1,276	8,591	0	
TOTAL	12,499	1,294	13,793	3,626	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2021/22

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (July) £'000	Forecast Spend – Outturn (July) £'000	Forecast Variance – Outturn (July) £'000
		Integrated Transport				
0	200	- Major Scheme Development & Delivery	0	0	0	0
318	0	- S106 Northstowe Bus Only Link	318	1	318	0
208	0	- Stuntney Cycleway	177	8	177	0
1,011	882	- Local Infrastructure Improvements	1,011	53	1,011	0
97	0	- Minor improvements for accessibility and Rights of Way	97	4	97	0
		Safety Schemes				
500	0	- A1303 Swaffham Heath Road Crossroads	480	3	480	0
422	594	-Safety schemes under £500K	844	16	844	0
837	345	- Strategy and Scheme Development work	633	263	837	204
		Delivering the Transport Strategy Aims				
1,775	1,188	- Highway schemes	2,963	0	2,963	0
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0	0
0	272	- Dry Drayton to NMU	0	5	0	0
400	285	- Hardwick Path Widening	305	237	272	-33
982	760	- Bar Hill to Longstanton	30	10	30	0
1,000	800	- Girton to Oakington	704	299	500	-204
16	0	- Arbury Road	12	0	12	0
1,374	0	- Papworth to Cambourne	1,147	7	1,147	0
0	0	- Wood Green to Godmanchester	0	0	0	0
150	132	- Busway to Science Park	148	0	148	0
200	0	- Fenstanton to Busway	14	29	29	15
100	0	NMU Cycling scheme - Washpit Road	97	53	53	-44
0	0	NMU Cycling scheme - Girton Upgrades	0	0	0	0
388	0	NMU Cycling scheme - Longstanton Bridleway	356	36	283	-73
30	0	- Other Cycling schemes	30	10	30	0
23	23	- Air Quality Monitoring	23	1	23	0
25,000	1,000	- A14	1,000	-1,000	1,000	0
		Operating the Network				
		Carriageway & Footway Maintenance incl Cycle Paths				
1,115	400	- Countywide Safety Fencing renewals	1,115	4	1,115	0
1,249	1,142	- Countywide Retread programme	1,249	-223	1,249	0
481	481	- Countywide F'Way Slurry Seal programme	481	-44	481	0
989	989	- Countywide Surface Dressing programme	989	0	989	0
956	690	- Countywide Prep patching for Surface - Dressing programme	956	85	956	0
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge Carriageway	709	662	709	0
4,182	4,182	- Additional Surface Treatments	4,182	0	4,182	0
3,839	2,431	- Carriageway & Footway Maintenance schemes under £500k	3,848	162	3,915	67
140	140	Rights of Way	140	20	140	0
		Bridge Strengthening				

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (July) £'000	Forecast Spend – Outturn (July) £'000	Forecast Variance – Outturn (July) £'000
900	568	- St Ives Flood Arches	900	2	900	0
2,226	1,996	- Other	2,226	383	2,226	0
1,407	850	Traffic Signal Replacement	1,407	484	1,407	0
200	200	Smarter Travel Management - Int Highways Man Centre	200	34	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	-3	165	0
		Highway Services				
		£90m Highways Maintenance schemes				
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-4	0	0
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	542	638	0
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	663	900	0
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	-5	625	0
80,627	2,723	- Highways Maintenance (£90m) schemes under £500K	4,403	-33	4,360	-43
		Pothole grant funding	0	0	0	0
3,074	0	- Additional Surface Treatments 2020/21	3,074	1,125	3,074	0
3,770	0	- Pothole funding schemes under £500K	3,767	567	3,767	0
4,000	4,000	Footways	4,000	0	4,000	0
		Environment & Commercial Services				
6,634	3,188	- Waste Infrastructure	294	74	294	0
680	0	- Northstowe Heritage Centre	519	33	519	0
1,000	0	- Energy Efficiency Fund	306	-25	247	-59
8,998	8,835	- Swaffham Prior Community Heat Scheme	8,998	6	8,998	0
928	0	- Alconbury Civic Hub Solar Car Ports	583	-310	583	0
4,321	3,134	- St Ives Smart Energy Grid Demonstrator scheme	967	0	967	0
6,849	2,161	- Babraham Smart Energy Grid	1,409	-79	1,409	0
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	236	-10	236	0
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	0	0
24,444	22,781	- North Angle Solar Farm, Soham	21,150	-120	21,150	0
635	550	- Fordham Renewable Energy Network Demonstrator	635	18	635	0
15,000	862	- Decarbonisation Fund	4,074	937	4,074	0
200	200	- Electric Vehicle chargers	200	0	200	0
500	500	- Oil Dependency Fund	500	0	500	0
300	300	- Climate Action Fund	300	0	300	0
3,145	0	- School Ground Source Heat Pump Projects	3,224	-90	3,224	0
		Infrastructure & Growth Services				
49,000	18	- Ely Crossing	58	-1,506	58	0
149,791	4,179	- Guided Busway	100	-12	100	0
0	0	- Cambridge Cycling Infrastructure	0	0	0	0
1,975	0	- Fendon Road Roundabout	275	5	160	-115
350	0	- Ring Fort Path	308	12	308	0
280	0	-Cherry Hinton Road	330	1	330	0
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	7	0	0
33,500	10,900	- King's Dyke	12,700	3,504	12,699	-1
1,098	0	- Emergency Active Fund	785	68	785	0
2,589	0	- Lancaster Way	792	310	672	-120
1,000	0	- Scheme Development for Highways Initiatives	437	7	437	0

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (July) £'000	Forecast Spend – Outturn (July) £'000	Forecast Variance – Outturn (July) £'000
150	0	- A14	0	55	0	0
2,083	0	- Combined Authority Schemes	2,083	386	2,083	0
10,500	4,877	- Wisbech Town Centre Access Study	3,822	842	3,822	0
280	0	- A505	143	2	143	0
158	0	- Spencer Drove, Soham	158	12	158	0
45,890	14,937	Connecting Cambridgeshire	14,937	-85	14,821	-116
	483	Capitalisation of Interest	483	0	483	0
545,839	109,720		127,169	8,495	126,652	-517
	-25,237	Capital Programme variations	-25,237	0	-24,720	517
	84,483	Total including Capital Programme variations	101,932	8,495	101,932	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

Appendix 7 – Commentary on Capital expenditure

- S106 Northstowe Bus Only Link

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
318	318	0	0	0	0	0

The contractor has provided a build cost in excess of budget. The project is currently on hold as the funding shortfall is still unresolved.

- Stuntney Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
177	177	0	-19	+19	0	0

Current proposals are deliverable within the existing budget, however the design options are not favoured by local stakeholders. Design options of keeping the footpath on the Southern side of the A142 will certainly exceed the current budget. Awaiting costs from the contractor, although at this stage the works are estimated between £400,000 - £600,000. The decision will then be which option is taken forward to construction, or whether the scheme is put on hold until further funding becomes available.

- Strategy and Scheme Development work

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
633	837	+204	+79	+125	+204	0

The Strategy & Scheme development budget is under pressure this year. There has not been much work forthcoming from the Combined Authority due to the change of Mayor revisiting their priorities and about what work they want CCC to do to assist the delivery of their programme.

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding, this includes A428 Black Cat to Caxton Gibbet Examination which has to be delivered as it is part of CCC's statutory duty.

- Hardwick Path Widening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
305	272	-33	-33	0	-33	0

Project delivered under budget and as per programme of construction. Efficiencies brought

about by an amended design and widening the footpath within the Highway Boundary instead of re-aligning the carriageway.

- **Girton to Oakington Cycleway**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
704	500	-204	-204	0	0	-204

Forecast for 21/22 £500k which includes the remaining construction costs for phase 1 and design fees for phase 2. The remaining £204k will need to be carried forward to 2022/23 for the completion of the scheme.

- **Papworth to Cambourne Cycleway**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,147	1,147	0	0	0	0	0

Initial costs for this scheme are showing a cost of £1.4m compared to the £1,147k budget. There is potential for the transfer of savings from other Highway England funded cycling schemes, plus savings from descoping the project. A further £400k has been awarded from Highways England towards this scheme and is included in the revised budget.

- **Decarbonisation Fund**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,074	4,074	0	-6	+6	0	0

20 low carbon heating projects currently underway, 1 of which is now completed. Any unspent funding will roll forward to 2022/23.

- **Fendon Road Roundabout**

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
275	160	-115	-115	0	-115	0

The scope of remedial works still to be confirmed and ongoing landscaping costs also to be determined. It is expected the scheme will underspend against the allocated budget. As this scheme is funded by S106 contributions, any underspend would be reallocated to the S106 funding for the South Area.

Lancaster Way

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
792	672	-120	-120	0	-120	0

There is an expectation that scheme will now underspend against the allocation funding. This scheme is funded by the Combined Authority, so will mean a reduction in the reimbursement claimed.

Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Funding Variance - Outturn (July) £'000
13,873	Local Transport Plan	13,599	13,575	-24
4,182	Other DfT Grant funding	11,808	11,808	0
16,426	Other Grants	19,449	19,212	-237
8,437	Developer Contributions	3,641	3,314	-327
48,289	Prudential Borrowing	54,915	54,970	55
18,030	Other Contributions	23,274	23,290	16
109,237		126,686	126,169	-517
-12,254	Capital Programme variations	-24,300	-23,783	517
96,983	Total including Capital Programme variations	102,386	102,386	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
New funding/Rephasing (DfT Grants)	3.48	Roll forward of unused pothole grant (£2.695m). Roll forward of Emergency Active travel fund grant (£0.785m)
New funding/Rephasing (Specific Grants)	3.13	Roll forward of Highways England funding for A14 cycling schemes (£0.991m). Roll forward of grant for Northstowe Heritage centre (£0.519m). Roll forward of grant for School Ground Source Heat Pump Projects (£1.88m) Roll forward of CPCA funding for Lancaster Way (£0.642m) Roll forward and rephasing Wisbech Town Centre Access scheme (-£1.055m) CPCA funding for A505 scheme (£0.143m).
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.79	Developer contributions to be used for a number of schemes. Northstowe Bus link (£0.128m) Highway development work (£0.508m). Rephasing Bar Hill to Longstanton cycleway (-£0.730m). Rephasing Girton to Oakington cycleway (-£0.102m). Rephasing of Signals work (£0.557m). Rephasing of Waste scheme (-£0.117m). Rephasing of Guided Busway (-£4.079m). Rephasing of Fendon Road Roundabout (£0.275m). Rephasing of Ring Fort path (£0.308m). Rephasing of Cherry Hinton Road cycleway (£0.330m). Rephasing Chesterton Abbey Bridge (-£2.063m). Rephasing Lancaster Way (£0.150m).
Additional funding / Revised Phasing (Other Contributions)	5.59	Strategy & scheme development work (£0.149m). Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Carriageway & Footway Maintenance (£0.420m). Pothole funding (£4.000m). Rephasing King's Dyke (£0.611m). Combined Authority funding (£2.072m) Spencer Drove, Soham (£0.158m)
Additional Funding / Revised Phasing (Prudential borrowing)	14.01	Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.056m). Rephasing of Waste schemes (-£2.777m). Rephasing of Energy schemes (£7.19m). Rephasing King's Dyke (£1.189m). Rephasing Scheme development for Highway Initiatives.

Savings Tracker 2021-22

Quarter 1

Quarter 1				Investment £000				Prior Years	Planned Savings 2021-22 £000					Prior years	Forecast Savings 2021-22 £000								
				0	0	0	0	-340	-253	-252	-253	-252	-1,011	0	-252	-247	-265	-247	-1,011	0			
RAG	Reference	Title	Description	Budgeted Investment - Prior Years £000	Actual Investment - Prior Years £000	Budgeted Investment - 21-22 £000	Actual Investment - 21-22 £000	Original Saving - Prior Years	Original Phasing - Q1	Original Phasing - Q2	Original Phasing - Q3	Original Phasing - Q4	Original Saving 21-22	Savings Achieved - Prior Years	Current Forecast Phasing - Q1	Current Forecast Phasing - Q2	Current Forecast Phasing - Q3	Current Forecast Phasing - Q4	Forecast Saving 21-22	Variance from Plan £000	Saving complete?	% Variance	Direction of travel
Green	B/R.6.201	Review Winter Operations	Review winter operations – increase number of weather domains from 3 to 5						-4	-4	-4	-4	-17		0	0	-17	0	-17	0	No	0.00	↔
Green	B/R.6.202	Highways: Removal of Old VAS Signs	Removal of old VAS signs						-1	-1	-1	-1	-4		-4				-4	0	No	0.00	↔
Green	B/R.7.119	Income from Bus Lane Enforcement	Carry-forward saving - unachieved in 20/21. Due to COVID, existing income target not met in 20/21 Utilising additional bus lane enforcement income to fund highways and transport works, as allowed by current legislation.						-163	-162	-163	-162	-650	0	-163	-162	-163	-162	-650	0	No	0.00	↔
Green	B/R.7.120	Deployment of current surpluses in civil parking enforcement to transport activities	Carry-forward saving - unachieved in 20/21 Due to COVID, existing income target not met in 20/21. Deployment of current surpluses in civil parking enforcement to transport activities, including a contribution to Park & Ride, as allowed by current legislation.					-340	-85	-85	-85	-85	-340	0	-85	-85	-85	-85	-340	0	No	0.00	↔

Key to RAG ratings

RAG status	Description
RED	Not delivered within the target completion date (financial year)
AMBER	Highlighted concerns regarding delivery by completion date
GREEN	On target to be delivered by completion date

Update as at 01.08.2021

Cambridge City Works Programme

Carried Forward from 2018/19

Total Local Highway Improvement (LHI)_Schemes 27
 Total Completed 26
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Richard Howitt 30CPX02296	Petersfield	Great Northern Road	Civils - Zebra crossing	RED	Road now adopted. Next stage NOI and the construction. New costs needed from contractor to deliver work. NOI consultation starts 03/08

Carried Forward from 2020/21

Total LHI Schemes 24
 Total Completed 23
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Beckett	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Waiting on County Cllr responses to consultation sent out last week of May. Resident leading on the scheme currently away on holiday also. May be abandoned and tied in with a future residents parking scheme.

Current Schemes Forward for 2021/22

Total LHI Schemes 20
 Total Completed 0
 Total Outstanding 20

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Richard Howitt	Petersfield	Cambridge Place	Parking restrictions - Extend loading restriction into Cambridge Place though the narrow section. Add Diag 816 No Through Road sign.	GREEN	With Cllr for comment / review. Next stage informal consultation with residents.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Alex Bulat	Abbey	Occupation Road	Parking restrictions - Yellow lining to only allow parking on one side of the road to allow access for emergency vehicles.	GREEN	Informal consultation with residents has commenced. Next stage feedback to Cllr as several responses have been received objecting to the proposal.
Richard Howitt	Petersfield	Union road	Signs / Lines - Replace existing DYL waiting restriction with "School Keep Clear" marking with associated amendment to existing traffic order to run the length of school accesses. Refresh existing DYL markings on approaches, add 20 roundels and SLOW markings.	GREEN	Design approved by local member. Scheme has been priced and order raised. Waiting on delivery date.
Alex Bulat	Abbey	The Homing's	Street lights - Exact amount of lights to be determined upon review and consultation, current allowance for 6 no.	GREEN	Informal consultation with residents has commenced. Waiting on local member to finalise lighting locations.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	Local member approved and informal consultation complete. Next stage Road Safety Audit.
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Catherine Rae	Castle	Street Lights - Various	Street Lights - 2 no locations around the ward (Garden Walk / Sherlock Road) which currently have significant areas of unlit path.	GREEN	Design with local member for comment and review.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Design work complete. Currently in for pricing with contractor.
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	To be tied in with countywide MVAS procurement package.
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Design with local member for comment and review.
Richard Howitt	Petersfield	Saxon Street	Access restriction - Provide diagram 619 with sub plate "Except for Access" with relevant legal order. Signs are not legally required to be lit as within a 20mph zone but should be considered as the signs might be very hard to distinguish in the dark.	GREEN	Informal consultation with residents complete. TRO to follow on once ETRO schemes in area have been decided on later this financial year.
Catherine Rae	Castle	Albert St	Civils - New surface water drainage system, and improvements to the entrance of Albert St off Chesterton Road including imprint paving, new signs and new lining.	GREEN	Design work commenced 05/07
Elisa Meschini	Kings Hedges	Green End Road	Parking restrictions - yellow lining to both sides of the road to allow access for vehicles and increase visibility.	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Informal consultation with residents has commenced through to mid-August.
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Design with CamCycle, waiting on response.
Nick Gay	Market	Green Street	Signs / lines - change to NMU route between certain hours of the day to create a pedestrian zone for majority of hours during day	GREEN	Consulting with GCP and City Council regarding proposal. Waiting to hear from local member about proposed timings.
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	GREEN	Design work commencing 05/07
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Signing work complete, lining delayed due to parked cars. MVAS to be tied into countywide package.

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
Total Completed 19
Total Outstanding 2

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Officer met with PC on 20/07/21. Suggested to re-explore potential weight limit. In the process of consulting P&R and Police.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Awaiting confirmation from Parish/ Community on their increased contribution prior to raising works order.

Carried Forward from 2020/21

Total LHI Schemes 25
Total Completed 13
Total Outstanding 12

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Wilson	Huntingdon	Hinchingbrooke	Footway widening	GREEN	Work Complete
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works Order raised. Contractor is still awaiting signs delivery.
Cllr Wilson	Huntingdon	Butts Grove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Work Complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Amended design is to be sent to BB for street lighting design. RSA1&2 to be requested by end of August once changes agreed with PC.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Initial scope turned out to be unfeasible. PC received alternative proposals which they are not happy with. PC requested on site meeting which should take place by the end of August depending on Cllrs and Officers availability.
Cllr Bates	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	GREEN	Work Complete
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	RED	Reduced scope to get agreed with PC due to budget constraints. CCC have increased their contribution, still awaiting PC's response on how they would like us to proceed.
Cllr Gardener	Stow Longa	Stow Road/ Spaldwick Road	Provision of 40mph buffer zones, gateway features and provision of MVAS	GREEN	Work Complete
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	GREEN	Civil works completed. Awaiting confirmation with regard to LC install.
Cllr Criswell	Kings Ripton	Ramsey Rd	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Work Complete
Cllr Gardener	Ellington	Grafham Road & Thrapston Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and mounting posts	GREEN	Work Complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	RED	Survey programmed for 28th September.
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Work Complete
Cllr Downes	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	RED	Works order raised. Awaiting completion date.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Posts are being provided as part of the speed limit package and will be ordered once CIL funding/ 'PC's' contribution has been confirmed.
Cllr Gardener	Great Staughton	The Causeway	Speed limit reduction to 30 mph and provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Works Order raised. Waiting on delivery date from contractor. Signs delivery delayed.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Work Complete
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Work Complete
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Detailed design sent for PC's approval by the end of August.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Work Complete
Cllr Rogers	Warboys	Ramsey Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and 40 mph buffer zone	RED	Works Order raised. Design has changed and so Officer is to confirm amended gateway location.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Request for street lighting design sent to BB. TC requested an on site meeting. Awaiting confirmation on an actual date.
Cllr Taylor	St Neots	Hawkesden Road, Priory Hill Road	Waiting restrictions	GREEN	Work Complete
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Work Complete
Cllr Gardener	Great and Little Gidding	B660 egress from and ingress to the village	Provision of new warning signs and markings, installation of 40 mph buffer zones and village gateway features	RED	Awaiting programme date for the wide base post installation. MVAS unit collected by PC on 7th July 2021.

Current Schemes Forward for 2021/22

Total LHI Schemes 29
Total Completed 0
Total Outstanding 29

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Upton and Coppingford PC	Upton Village, Upton	Reduction in the speed limit from 30mph to 20mph with 30mph buffer limits.	GREEN	Revised proposal sent to PC on 15/07/21. Received comments. Further changes required. Amended design to be sent to P&R and Police for their approval.
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	TC to be requested by the end of w/c 09/08/21.
Douglas Dew	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	GREEN	E-mail sent to CRW on 16/07/21 asking for further speed data post lockdown as existing does not support a reduction to 40mph.
Steve Criswell	Woodhurst	Woodhusrt, South Street & Church Street	Supply 1 no. MVAS unit and install two new posts. Lighting columns to be utilised as additional mounting locations.	GREEN	Plans sent to PC for approval. Received comments. Revised plans to be sent to PC for their final approval.
Steve Corney	Upwood and the Raveleys PC	Upwood and the Raveleys Parish	Supply 1 MVAS unit and agree on 5 mounting locations (new posts and lighting columns).	GREEN	Plans sent to PC for approval. Have just received their comments. To be reviewed and appropriate action taken.
Jonas King	Huntingdon Town Council	B1514 / Hartford Main Street	Install an informal pedestrian crossing within the vicinity of the bus stop positioned along B1514, Hartford.	GREEN	In preliminary design
Ian Gardener	Kimbolton and Stonely	B645 / Tillbrook Road	Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village. The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).	GREEN	Preliminary plans sent to PC for review and approval. On site meeting scheduled for 9th August.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Adela Costello	Ramsey	Wood Lane, Ramsey (B1096)	Construct a new footway from the village to the 1940's Camp to aid in pedestrian safety along a busy road.	GREEN	In preliminary design
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	GREEN	In preliminary design. Site visit scheduled for 6th August.
Ian Gardener	Tilbrook PC	Station Road, Tilbrook	Supply 1 no. MVAS unit and install two posts to reduce speeds in this narrow road and improve pedestrian safety.	GREEN	Preliminary plans sent to PC for review and approval. On site meeting scheduled for 9th August.
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	GREEN	In preliminary design
Stephen Ferguson	Great Gransden	Ladies Hill, Meadow Road Middle Street	Priority give way features on Ladies Hill and Middle Street to aid in speed reduction and increase pedestrians' safety.	GREEN	In preliminary design
Ian Gardener	Old Weston	B660 / Main Street (Old Weston)	Install village gateways and 40mph buffer zones at the entrances to the village. Red coloured surfacing along B660 at the existing 30mph speed limit.	GREEN	Design to be completed by the end of September.
Simon Bywater	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	GREEN	Site visit scheduled for 5th August.
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	GREEN	Preliminary plan to be sent to PC for review and approval by end of August.
Stephen Ferguson	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	GREEN	Prelim plans completed. To be sent for PC's review and approval by end of August.
Ian Gardener	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	GREEN	Prelim plans completed. To be sent for PC's review and approval by end of August.
Graham Wilson	Godmanchester	East side of London Road, Godmanchester	Install parking restrictions in a form of double yellow lines in pre-agreed locations along London Rd.	GREEN	Site visit scheduled for 5th August.
Ian Gardener	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding) Luddington Road (towards Luddington Village)	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to reduce traffic speeds at approaches to the village.	GREEN	Design to be completed by the end of September.
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	GREEN	In preliminary design
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph speed limit along various roads across the village.	GREEN	In the process of collecting speed data. Speed boxes installed in w/c 2nd August.
Keith Prentice	Little Paxton	Great North Road from A1 South (In front of co-op foodstore)	Install parking restrictions in a form of double yellow lines to tackle inconsiderate parking issues.	GREEN	Site visit scheduled for 1st September.
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	Zebrite units ordered. Awaiting installation date. Site visit took place on 22/07/21 to discuss pedestrian guardrails. To be discussed further.
Stephen Ferguson	Great Paxton	B1043 from Harley Ind Estate, Paxton Hill to High St, Great Paxton	Install 40mph buffer zones on the approach to village from Harley Industrial Estate, Paxton Hill to High Street to lower speeds before entry to the current 30mph speed restriction.	GREEN	Site visit scheduled for 1st September.
Douglas Dew	Fenstanton	8 - 30 Chequer Street, Fenstanton	To install new hard surface (to act as parking bays) and knee high fence segregating the latter from the footpath. PC's contribution insufficient. Clarification on increased contribution received.	GREEN	Site meeting took place with PC on 2nd August. Ongoing discussion regarding scheme's proposed design.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Leighton Bromswold	Sheep St / Staunch Hill	Supply 1 no. MVAS unit and install mounting posts to reduce speed on Sheep St and Staunch Hill entry point to reduce speeds and improve pedestrians' safety.	GREEN	Preliminary plans sent to PC for review and approval. On site meeting requested.
Steve Corney	Abbots Ripton	B1090 and C115	Existing verge widening (to be used in absence of footpath) to link Home Farm Close with school, shop and church.	GREEN	Liaison with structures team with regard to proposed design.
Simon Bywater	Elton	B671 "Overend" Elton	Initial proposal was for a pedestrian crossing point between Black Horse PH car park and the centre of the village. Installation of a table top. Two of the Local Members scored the proposal based on table top only. PC's contribution insufficient. PC confirmed their increased contribution at £6507 instead of £5299.67. This will not resolve the issue.	GREEN	E-mail sent to PC on 04/06/21 asking for confirmation of project scope. Further chase up e-mail sent on 07/07/21. Still awaiting response.
Ian Bates	Hilton	B1040 through Hilton	24 hour weight limit TRO to improve safety, reduce noise and pollution, and to prevent further damage from HGVs travelling through narrow roads within the village.	GREEN	In preliminary design

Fenland Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 14
 Total Completed 13
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	RED	Works completed on site, but road safety audit has highlighted some required remedial action. Amended design is completed and we have now received the road safety audit back. Awaiting cost Balfour Beattys electrical work. Revised design sent to PC / County Cllrs end of July for comment and review.

Carried Forward from 2020/21

Total LHI Schemes 10
 Total Completed 6
 Total Outstanding 4

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	RED	Order raised start date 13/09/21
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Works complete
Cllr Tierney	Wisbech	South Brink	Traffic Calming	RED	Draft design complete. Awaiting Member response, member has been chased by CCC Officer.
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works complete
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Works complete
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	GREEN	Works complete
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Works complete
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Meeting held with Parish, an additional £10k available. Design amendments made post Road Safety Audit, submitted for recosting.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	Works complete
Cllr King	Wisbech	North Brink	New one way	RED	Design proposal has been sent to Wisbech Town Council for approval. Drainage survey ordered to assist with detailed design. Investigating requests from applicant re non-standard highway street furniture.

Current Schemes for 2021/22

Total LHI Schemes 10
 Total Completed 0
 Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	Wisbech	Tinkers Drove	Install speed cushions through the length	GREEN	In preliminary design, Town Council's consultation responses from residents received.
	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	In preliminary design
	Wisbech	New Drove / Leach Close	DYs at junction	GREEN	Design approved by Town Council, awaiting formal consultation process start date from Policy & Regulation Team
	Whittlesey	Various (20mph)	20mph & associated traffic calming	GREEN	In preliminary design. Awaiting further speed survey data.
	Whittlesey	Various (DYs)	DYs at junctions	GREEN	Locations confirmed, design needs checking, then to be reviewed by Town Council.
	Doddington	High Street	Adjust kerbing & resurface footway	GREEN	In preliminary design needs level survey
	Gorefield	High Road	Footway resurfacing	GREEN	Target costs received. Awaiting surfacing core information before ordering works
	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	Working on detailed design, discussions required with street lighting.
	Wisbech St Mary	High Road	30mph extension and traffic calming	GREEN	In preliminary design
	Parson Drove	Sealey's Lane	New footway construction	GREEN	In preliminary design, site measures undertaken.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 7
Total Outstanding 6

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Schumann	Reach	Fair Green	Vehicle length restriction	GREEN	Works complete
Cllr Goldsack	Viva Arts & Community Group	Spencer Drove	Carriageway widening / reconstruction	GREEN	Work Complete
Cllr Dupre	Sutton	B1381	Mobile Vehicle Activated Sign	GREEN	Work Complete
Cllr Hunt	Haddenham	Hill Row	Mobile Vehicle Activated Sign	RED	Posts installed, awaiting delivery of Mobile vehicle activated sign from SWARCO
Cllr David Ambrose Smith	Littleport	Ten Mile Bank	Signing & Lining	GREEN	Work Complete
Cllr Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Scheme to be tied in with 2021/22 LHI
Cllr Bailey	Ely	Beresford Road	Zebra Crossing	RED	Belisha Beacons installed and connected. Work started on site - 26/07/21
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Scheme to be sent to Road Safety Audit by end of WC 02/08 following amendments requested by the applicant.
Cllr Schumann	Chippenham	High Street	Mobile Vehicle Activated Sign	GREEN	Work Complete
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Submitted for Target Cost 30/07.
Cllr Dupre	Witchford	Main Street	Footway widening	RED	Target cost requested. Road Safety Audit received.
Cllr Schumann	Snailwell	The Street	New Footway	GREEN	Work Complete
Cllr Shuter	Lode	Lode Road	Mobile Vehicle Activated Sign	GREEN	Works complete

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 0
Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr J Schumann	Fordham	Carter Street	Raised table and speed cushions	GREEN	In detailed design, site visits complete.
Cllr Whelan / Cllr Dupre	Little Downham	B1411	Solar studs	GREEN	In preliminary design, in discussion with Local Highway Officer to see if any remedial works on footway can be carried out prior to stud installation.
Cllr Dupre	Witchford	Main Street	Pedestrian crossing near school	AMBER	Meeting held with Parish Council, they would like a Zebra crossing to be installed (not stated at feasibility). Vehicle and Pedestrian Surveys are required - scheme on hold until children return to school in September.
Cllr Goldsack	Soham	Northfield Road	Warning signs & improvements	GREEN	Applicant contacted to discuss preliminary design, working on detailed design.
Cllr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	GREEN	Working on detailed design drawings.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	GREEN	Working on detailed design drawings. Expected completion by end of August.
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	GREEN	In preliminary design. Awaiting availability of speed boxes
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	In preliminary design
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	Design with Parish Council for approval. Works package ready to be sent for target cost
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	Working on detailed design drawings.

South Cambridgeshire Works Programme

Carried Forward from 2020/21

Total LHI Schemes 18
Total Completed 17
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Atkins	Hardwick	Cambridge Road	Civils - Installation of priority give way build outs along Cambridge Rd.	RED	Intention is to tie in with cycling team scheme which is now on site. Expected delivery towards end of cycle scheme in 2021. Waiting on a revised cost from contractor.

Current Schemes for 2021/22

Total LHI Schemes 17
Total Completed 1
Total Outstanding 16

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ros Hathorn	Histon & Impington	Various - centre of village	Civils / Raised feature / Parking restrictions - High St/The Green change alignment of kerbs to narrow junction & imprint block paving pattern to highlight pedestrian desire line. Brook Close use existing desire line & install flat top hump 5m inset into junction. DYL waiting restrictions on Home Close, disabled parking spaces and refresh lining as required. Additional cycle stands are allowed for, exact locations to be confirmed.	GREEN	Design work underway
Maria King / Brian Milnes	Babraham	High St	Raised Features / Speed Limit - Install one single & four pairs of speed cushions along High Street. Single one to go next to existing give way feature. Install a new 20mph zone along High Street from the existing 30mph limit to the pub, moving the 30mph limit out of the village to where the existing cycle path ends.	GREEN	Parish have approved proposals. Informal consultation has commenced.
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	GREEN	Design work underway
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	GREEN	Design work complete. With the parish council for comment & review 30/07
Michael Atkins	Barton	Village Wide	Speed limit - Additional lining/soft traffic calming in the 50mph limit area south of Barton. 40mph buffer zone on Haslingfield Rd. Comberton Road existing derestricted length sub 600m so infill whole length to 40mph. Dragons teeth and roundels on Wimpole Rd, Haslingfield Rd, Comberton Rd approaches to Barton. New pedestrian crossing for access to recreation ground on Wimpole Road by extending footway on Haslingfield Rd south	GREEN	Parish have approved, including revised costs as they have asked for additional work. Now in for Road Safety Audit.
Neil Gough	Cottenham	Oakington Road	Civils / Speed Limit - Introduce a 40 mph buffer combined with a chicane feature, with	GREEN	Design work complete. With the parish council for comment & review 03/08.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
			500mm drainage channel. Install 2 No new MVAS sockets, remark the 30mph roundel plus red surfacing and dragons teeth.		
Maria King / Brian Milnes	Newton	Various - centre of village	Parking restrictions - Double yellow lines to prevent vehicles parking too close to 5 way junction in centre of village and limiting visibility.	GREEN	Parish have approved proposals. TRO consultation to follow shortly.
Michael Atkins	Grantchester	Grantchester Road	Civils / Parking restrictions - Install a new give way feature around 20 metres west of farm access. Install double yellow lines on northern side of Grantchester Road from lay-by to point where it meets existing on southern side. Move 30mph east by around 20m. Install dragons teeth and 30mph roundel at new 30mph location, along with a village gateway feature on the inbound lane (in the verge).	GREEN	Parish have approved. Now in for Road Safety Audit.
Mandy Smith	Graveley	Offord Road	Speed limit - Install a new 40mph buffer zone on top of existing 30mph speed limit on Offord Road. To accompany the buffer zone, install chevrons on the right hand bend to highlight it should be navigated at slow speed. Install a 'SLOW' road marking at existing warning sign and dragon's teeth and roundels at the 30/40 terminal signs.	GREEN	Design with parish for comment and review.
Mark Howell	Bourn	Fox Road / Gills Hill / Alms Hill	Raised Features - Install two pairs of bolt down speed cushions at a height of 65mm on the down hill section of Alms Hills from Caxton Road. Includes patching existing road beforehand under road closure.	GREEN	Parish have approved. Now in for Road Safety Audit.
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	Design work complete. With the parish council for comment & review.
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Parish have approved proposals. TRO consultation complete. Next stage costing.
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Design work complete. With the parish council for comment & review.
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Design work complete. Parish have approved. Next stage TRO.
Sebastian Kindersley	Gamlingay	Mill Hill	Civils - Installation of 1.80m wide footpath between existing and farm shop	GREEN	Design work complete. Parish have approved. Next stage road safety audit.
Sebastian Kindersley	Litlington	South St / Meeting Lane	Sign / Lines - Improvement to existing lining and signage in vicinity of South St to emphasise the existing one way system.	GREEN	Work Complete
Michael Atkins	Hardwick	St Neots Road	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central island, section of shared use path widening & 50mph speed limit from A1303 RAB.	GREEN	To be tied in with third party works at the request of the PC. Design almost complete.

Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 202
Planted 2944

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 1st January 2017 to 31st March 2019	10	30	8	4	35	87
Planted 1st January 2017 to 31st March 2019	3	1	2752	0	0	2756
Removed 2019/2020	1	14	62	1	16	94
Planted 2019/2020	0	63	32	8	31	134
Removed 2020/2021	1	12	5	1	2	21
Planted 2020/2021	1	34	17	2	0	54

This financial year summary:

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 2021/2022	0	1	0	0	2	3
Planted 2021/2022	0	0	3	0	0	3

Comparison to previous month:

Jun-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	0
Total	0	0

Jul-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	2
Total	0	2

Please Note: This data comprises of only trees removed and replanted by Highways Maintenance and Highways Projects & Road Safety Teams (inc. LHIs) and Infrastructure and Growth. Whilst officers endeavour to replace trees in the same location they are removed, there are exceptions where alternative locations are selected, as per the county council policy. However trees are replanted in the same divisional area that they were removed.

Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month JULY 0
Total Planted in Current Month JULY 0

Ward	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Number of trees Replaced in Area
Coleridge	Sandra Crawford	Coldhams Lane	6	Subsidence	Y	
Castle	Jocelynn Scutt	Frenchs Road	1	Obstruction	Y	
Castle	Claire Richards	Mitchams Corner	3	Obstruction	Y	
Newnham	Lucy Nethsingham	Skaters Meadow	1	Obstruction	Y	3
		Fendon Road	1	Major Scheme - Fendon Road Roundabout, replaces a tree removed previously in the year		1
-	-	Total	12	-	-	4

South Tree Works

Total Removed in Current Month

JULY 0

Total Planted in Current Month

JULY 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Comberton	Lina Nieto	Kentings	1	Diseased / Dead	Y	Y	1
Cottenham	Tim Wotherspoon	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2
Duxford	Peter Topping	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	1
Sawston	Roger Hickford	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	12
Little Shelford	Roger Hickford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	1
Longstowe	Mark Howell	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	1
Oakington	Peter Hudson	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	3
Sawston	Roger Hickford	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Bassingbourn	Susan van de Ven	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2
Bourn	Mark Howell	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	1
Grantchester	Lina Nieto	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	1
Histon	David Jenkins	Parlour Close	1	Damaged	2017-12-02	2017-12-02	1
Girton	Lynda Harford	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Grantchester	Lina Nieto	Mill Way	1	Subsidence	2018-10-29	2018-10-29	1
Little Wilbraham	John Williams	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	1
Waterbeach	Anna Bradnam	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	1
Bourn	Mark Howell	Riddy Lane (Church St) corner	4	Diseased / Dead	2019-11-04	2019-11-04	4
Hardwick	Lina Nieto	St Neots Rd	8	Diseased / Dead	2019-11-04	2019-11-04	8
							21
Comberton	Lina Nieto	Swaynes Lane	1	Obstruction	2020-02-27	2020-02-27	
Girton	Lynda Harford	Cambridge Road	1	Diseased / Dead	2020-04-30	2020-04-20	1
Foxton					2020-09-25	2020-09-25	2
Gamlingay	Sebastian Kindersley	Stocks Lane	1	Diseased / Dead	2020-11-02	2020-11-02	2
Gamlingay	Sebastian Kindersley	Northfield Close	1	Diseased / Dead	2020-11-02	2020-11-02	2
Grantchester	Lina Nieto	Coton Road	1	Dead	2020-12-02		2
Foxton	Caroline ilott	O/S 73 High street	1	Dead	2021-01-18	2021-01-18	1
Madingley	Lina Nieto	The Avenue, Madingley	2	Diseased / Dead	2021-03-06	2021-03-06	4

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Bourn	Mark Howell	Riddy Lane	3	Dead	2021-03-05	2021-03-05	6
Hardwick	Lina Nieto	Footpath off Limes Road	2	Diseased / Dead	2021-03-06	2021-03-06	2
Quy Mill Road	John Williams	Stow-cum-Quy				2021-04-00	5
Linton road	Clarie Daunton	Little Abington	1	Obstruction	2021-05-19		
-	-	Total	57		-	-	101

East Tree Works

Total Removed in Current Month

JULY 0

Total Planted in Current Month

JULY 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	1
Littleport	David Ambrose Smith	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	1
Ely	Anna Bailey	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	1
Ely	Bill Hunt	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	1
Ely	Anna Bailey	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	1
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	1
Ely	Anna Bailey	Witchford Road	2	Diseased / Dead	2020-07-16	2020-07-16	2
Burwell	Josh Schumann	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2019-05-11	2019-05-11	1
Sutton	Lorna Dupre	Bury Lane	1	Diseased / Dead	2019-09-25	2019-09-25	2
Lode	Mathew Shuter	Northfields	1	Removed in Error	2020-01-27	2020-01-27	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2020-02-10	2020-02-10	1
Stow cum Quay / Lode / Swaffham Bulbeck	Mathew Shuter / John Williams	A1303	43	A1303 Safety Scheme	2019-11-19	2019-11-19	
Dullingham	Mathew Shuter	Brinkley Road	3	Natural Disaster	2020-20-10	2020-20-10	1
Dullingham	Mathew Shuter	Station Road	2	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Broad Green	5	Natural Disaster	2020-20-10	2020-20-10	1
Soham	Mark Goldsack	Northfields	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	Newmarket Road	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2020-20-10	2020-20-10	1
Chippenham	Josh Schumann	Chippenham Rd	1	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Ditton Green	1	Natural Disaster	2020-20-10	2020-20-10	1
Sutton	Lorna Dupre	The Row	1	Dead	2021-01-14	2021-01-14	3
Lt Thetford	Anna Baily	Ely Rd	1	Natural Disaster	2020-15-09	2020-15-09	2

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	Fitzgerald Avenue	1	Diseased / Dead	2020-06-02	2020-06-02	1
-	-	Total	75	-	-	-	30

Additional Trees

Parish	Cllr name	Location	Number of trees	Replaced Date	Planted Narrative - Which trees are being replaced (Location)
Witchford	Lorna Dupre	plot of land	70	Phased rollout - On-going	70 Trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Witchford	Lorna Dupre	plot of land	26	Phased rollout - On-going	26 further trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Ely		Ely Bypass Project	2678	Project completed in 2018	Number of trees planted as part of the Ely Bypass Scheme
-	-	Total	2774	-	-

Total planted per area = **2800**

Fenland Tree Works

Total Removed in Current Month JULY 0
Total Planted in Current Month JULY 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Wisbech	Samantha Hoy	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	1
March	Janet French	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	1
Wisbech	Simon Tierney	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	1
March	Janet French	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	1
Wisbech	Samantha Hoy	Rochford Walk	1	Diseased / Dead	2019-08-01	2019-08-01	1
-	-	-	-	-	-	-	3
Wisbech	Samantha Hoy	Mount Drive	1	Obstruction	2021-02-02	2021-03-01	2
-	-	Total	6	-	-	-	10

Huntingdon Tree Works

Total Removed in Current Month JULY 2
Total Planted in Current Month JULY 0

Parish	CLlr name	Location	Number of trees Removed	Reason Removed	CLlr Informed	Parish informed	Number of trees Replaced in Area
Eaton Ford	Derek Giles	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	1
Elton	Simon Bywater	Back Lane	1	Subsidence	2018-03-27	2+C8:G329/10/2018	1
Fenstanton	Ian Bates	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Godmanches ter	Graham Wilson	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	3
Hartford	Mike Shellens	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	1
Hemingford Grey	Ian Bates	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Mike Shellens	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	1
Wyton	Ian Bates	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Warboys	Terence Rogers	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2
Fenstanton	Ian Bates	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	1
Hartford	Mike Shellens	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Tom Sanderson	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
St Neots	Simone Taylor	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
Yaxley	Mac McGuire	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	1
Hilton	Ian Bates	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Brampton	Peter Downes	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	1
Godmanches ter	Graham Wilson	O/S School	1	Obstruction	2018-10-17	2018-10-17	1
Huntingdon	Graham Wilson	Claytons Way O/S no 13	1	Diseased / Dead	2018-10-17	2018-10-17	1
Ramsey	Adela Costello	Biggin Lane O/S 29	1	Natural Disaster	2018-10-17	2018-10-17	1
Ramsey Heights	Adela Costello	Upwood Rd O/S Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	1

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	
Hemingford Grey	Ian Bates	High St O/S no 2	1	Diseased / Dead	2018-10-17	2018-10-17	
St Ives	Ryan Fuller & Kevin Reynolds	Michigan Road	3	Dead	2019-06-18	2019-06-18	
St Ives	Ryan Fuller & Kevin Reynolds	Acacia Road	1	Subsidence	2019-06-18	2019-06-18	
Bluntisham	Steve Criswell	High St O/S no 2	1	Dead	2019-07-24	2019-07-24	
Bluntisham	Steve Criswell	Sayers Court	1	Diseased / Dead	2019-07-24	2019-07-24	
Hemingford Grey	Ian Bates	Green Close	1	Dead	2020-01-09	2020-01-09	
Brington	Ian Gardener	High Street	1	Natural Disaster	2020-02-10	2020-02-10	
Great Stukeley	Terence Rogers	Ermine Street	1	Natural Disaster	2020-02-10	2020-02-10	
Bury	Adela Costello	Tunkers Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Warboys	Terence Rogers	Ramsey Rd	1	Natural Disaster	2020-02-10	2020-02-10	
St Ives	Ryan Fuller & Kevin Reynolds	Harrison Way	1	Natural Disaster	2020-02-10	2020-02-10	
Hemingford Grey	Ian Bates	Marsh Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Ramsey	Adela Costello	Wood Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Offord Cluny	Peter Downes	New Road	1	Natural Disaster	2020-02-10	2020-02-10	
Godmanches ter	Graham Wilson	West Street	1	Natural Disaster	2020-02-10	2020-02-10	
Woodhurst	Steve Criswell	West End	1	Dead	2020-08-06	2020-08-06	
Pidley	Steve Criswell	Warboys Road	1	Dead	2020-09-01	2020-09-01	
Alwalton	Simon Bywater	Mill Lane	2	Diseased / Dead	2021-07-26		
-	-	Total	55	-	-	-	31

Summary of Place & Economy establishment (P&E) - Data reported as of 31st January 2021

The table below shows:






- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- The percentage of “true vacancies” in P&E as of the 31st January 2021 was 23.1% of the overall establishment of posts (93.7 FTE vacant, from an overall establishment of 404.8 FTE)
- Please be advised that as of the 31st January 2021, 9 vacancies (8.74 FTE) were in progress to be filled, i.e. a candidate was being progressed through the recruitment process. Assuming these posts were subsequently filled, the total percentage of vacancies across P&E reduces to 21.4%.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		311.1	93.7	404.8	23.1%
Environment & Commercial Services	Energy	8.6	0.0	8.6	0.0%
	Flood Risk Management	14.7	3.5	18.2	19.2%
	Historic Environment	9.6	1.0	10.6	9.4%
	County Planning Minerals & Waste	10.8	8.5	19.3	44.2%
	Waste Disposal including PFI	7.3	2.0	9.3	21.4%
Environment & Commercial Services Total		51.0	15.0	66.0	22.8%
Highways	Asst Dir - Highways	2.0	0.0	2.0	0.0%
	Asset Management	11.0	6.0	17.0	35.3%
	Highways Maintenance	35.6	3.0	38.6	7.8%
	Highways Other	9.0	3.0	12.0	25.0%
	Highways Projects and Road Safety	40.6	15.5	56.1	27.7%
	Park & Ride	16.0	1.0	17.0	5.9%
	Parking Enforcement	15.0	2.2	17.2	12.8%
	Street Lighting	5.0	2.0	7.0	28.6%
	Traffic Management	44.4	4.3	48.7	8.8%
Highways Total		178.5	37.0	215.6	17.2%
Infrastructure & Growth Total	Asst Dir -Infrastructure and Growth	2.0	8.0	10.0	80%
	Growth and Development	14.8	1.0	15.8	6.3%
	Highways Development Management	15.0	13.0	28.0	46.4%
	Major Infrastructure Delivery	23.6	15.0	38.6	38.9%
	Transport &Infrastructure Policy & Funding	14.3	1.0	15.3	7.0%
Infrastructure & Growth Total		69.7	38.0	107.7	35.3%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.9	3.6	15.5	30.2%
Exec Dir Total		11.9	3.6	15.5	23.2%

Monthly Tracker of P&E True Vacancies

	Sum of True Vacancies			
	Dec-20	Jan-21	Feb-21	Mar-21
Environment and Commercial Services	14	15 		
Highways	37.8	37 		
Infrastructure and Growth	25	38 		
Exec Director (Including Connecting Cambs)	3.6	3.6 		
Total	80.4	93.7 		

Appendix B: Finance Monitoring Report - Interim Workers for P&E 2021/22

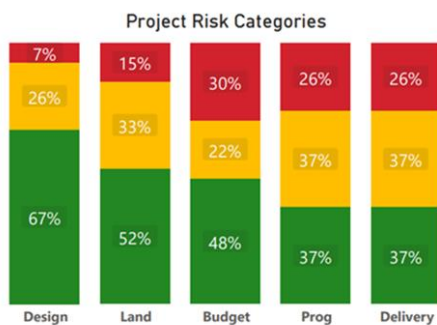
Cambridgeshire County Council has continued to be successful in attracting funding for long standing and ambitious projects to support sustainable growth. This has created a significant forward programme of capital projects. The Highways and Transportation service are commissioning works in excess of £50million annually, including the annual highways capital delivery programme.

During the Summer of 2020 an internal review of Highway Capital Delivery was commissioned to understand the effectiveness of capital programme management and the overall control environment. Findings led to consideration as to common themes where project design and delivery could be enhanced. Additional projects were also investigated, to identify any recurring themes for improvement within the service. The reviews highlighted a significant forward programme and multimillion pound projects and that includes new roads, bridges, junctions and ambitious schemes to transform how people travel. The expectations for expeditious delivery, the complexity of multiple stakeholders and varied funding arrangements require talented teams, the broadest support network of specialist consultants and delivery mechanisms, and clear processes from inception to completion.

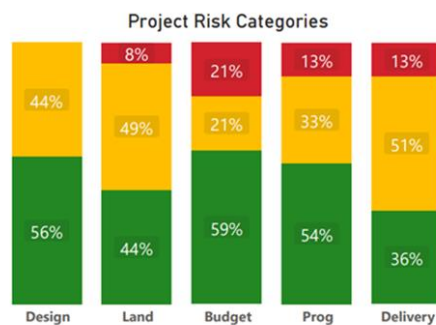
The review underlined the importance of continuous improvement to the skill base of teams involved in all aspects of Project Delivery, how teams are aligned and grouped, and the best ways to maintain the energy and support to staff to overcome scheme complexities.

Resulting from this, some of the services delivered, particularly relating to the delivery of major capital infrastructure projects, have a high reliance on interim workers, which has in part led to significant improvements in how the Council is currently performing relating to Project Delivery, as demonstrated in the charts below:

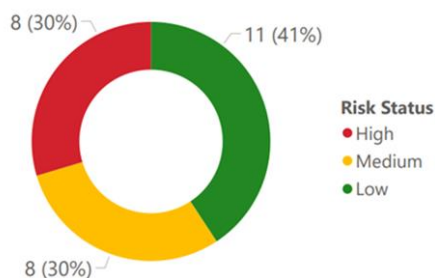
Risk Status across 27 Projects 19 February 2021



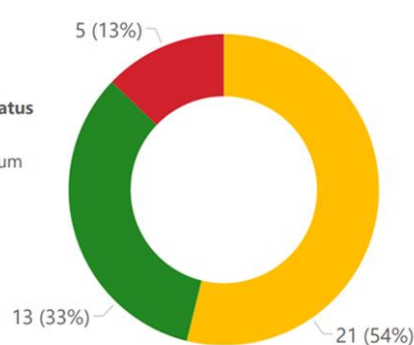
Risk Status across 39 Projects 18 June 2021



Overall Project Risk Status



Overall Project Risk Status



Appendix B: Finance Monitoring Report - Interim Workers for P&E 2021/22

During the financial year 2021/22 to end August the Highways and Transport Services has spent £808,000 on 20 number of interim workers.

Interim workers in general demand higher pay rates than permanent staff but without the benefits that permanent employees receive, for example, sick pay, annual leave allowance and pension contributions. The Council can also terminate contracts with interims usually at one week notice period, providing greater flexibility to react to changing project demands and react to any performance matters. During 2021/22 the Council has terminated contracts with eight interim workers in relation to demand and performance issues.

The interim market is in high demand particularly relating to major infrastructure delivery where we are competing both locally and nationally, where most agencies and suppliers are complaining of high demand but lack of suitably skilled and resourced interims to meet current and forecast demand. Due to fast changing projects demands, to cater for peaks and troughs in workload, access to specialist skills and resources, the majority of the interim resources to support with Project Delivery were secured at short notice, on direct awards with a variety of specialist agencies, frameworks and suppliers. It should be noted that the Joint Professional Services Frameworks was not available when the majority of our interim workers were taken on.

Although progress has been made to move and procure four interim workers procurement compliant processes such as the Opus supplier framework or the Joint Professional Services Framework, the remaining 16 require a waiver from the Councils Contract Procedure Rules to be retained.

Following the conclusion of the Place and Economy restructure in June 2021, the subsequent recruitment campaign for the Director of Highways and Transport and three Assistant Director roles that were concluded in August 2021, structures and job descriptions are being finalised for the three key service areas of Highways and Transport being: Transport Strategy and Network Management, Highway Maintenance and Project Delivery.

The three service area Assistant Director leads are engaging with human resources, over restructuring, some of which require further staff consultations, prior to commencing recruitment campaigns over coming weeks and months, endeavouring to fill all vacant roles, which if successful will remove/reduce reliance on interim workers. It should be noted that there are challenges to secure staff on a permanent basis who are suitably qualified and skilled across the sector, with some neighbouring authorities also running similar recruitment exercises in 2021, which will impact on the ability to recruit into vacant posts.

That said, the service recognises the need to reduce reliance on interim workers, where the core of Project Delivery and projects teams will ideally comprise of permanent core staff, topped up with expert and specialist skills ideally through frameworks, such as the Joint Professional Services Framework to deal with peaks and troughs and access to specialists.

Depending on notice periods of incoming permanent staff, it is unlikely roles will be taken up until early 2022, therefore it is proposed to extend the existing 20 interim workers primarily involved in Project Delivery from September 2021 to the end March 2022, at an estimated cost of £1.142M primarily charged to capital projects, on the understanding interim workers will be replaced earlier whenever possible. A significant proportion of the £1.142M would be required to fund the 20 staff, should they have been in permanent posts over the same period.

Of these interims, due to existing agency, framework and supplier contracts, it is proposed that 16 number interims require waiver extensions up to the 31 March 2022, enabling established interim workers to be retained until they are replaced over the next 7 months.

Appendix B: Finance Monitoring Report - Interim Workers for P&E 2021/22

Consents Team

There is an urgent pressure to resource for the following statutory consents heading to Cambridgeshire to address infrastructure deficits and support growth in the region.

These are presented in expected order of submission, but it is recognised these may shift in accordance with promoter/delivery body programmes that are being established.

NSIP	TWAO
A428 - Highways England – Black Cat to Caxton Gibbet: (LIVE) Solar Farm – Sunnica - Burwell: (imminent) MVV Energy from Waste – (December 2021 DCO submission) Relocation of Waste Water Treatment Works - Anglian Water (currently out for consultation on 2 out of 3 timetable) Access to Wisbech (Road and Rail potential moving forward) East West Rail - East West Rail Company (preferred route 2021/22 securing development consent 2022-2024) OxCam Arc – MHCLG initiatives (consultation 2021/22) A10 Dualling (timeline uncertain) Fens Reservoir (timeline uncertain)	Cambridge South East Transport – GCP - High Quality Public Transport scheme (ASAP) Cambridge to Cambourne – GCP - High Quality Public Transport scheme (ASAP) Cambridge to Waterbeach – GCP - High Quality Public Transport scheme (2023) Eastern Access – GCP - High Quality Public Transport scheme (TBC) Ely Area / Ely North – Network Rail 2021 consultation / 2022 preferred options / 2023 TWAO

The Council will assemble a dedicated Project Consents Team, as a centre of expertise, with a remit to lead and co-ordinate the consenting of the above schemes across the Council, including effective pre-application dialogue with scheme sponsors and promoters, and supporting the statutory consents process:

The Consents Team will bring specialist knowledge of NSIP/TWAO, and associated requirements/processes, providing prompt responses to promoters. The three core priorities of the consents team will be:

- Schedule/Programme DCO/TWAOs and identify forward plans for input
- Secure Planning Performance Agreements with scheme promoters for full/ongoing cost recovery
- Support the Council through live A428 enquiry

A Consents Team is seen to be the best way of doing this, in time to be fully funded by the scheme promoters. This will be subject to agreement with the scheme promoters. Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority who are scheme promoters, have agreed in principle to forward fund, which requires formalising and confirming through funding agreements.

Due to immediate pressures the proposal is to initially provide a Consents Team comprising of four well qualified interims with considerable DCO/TWAO experience, reporting into the Assistant Director Project Delivery, until end December 2021. Two of the interims are via direct award requiring further procurement waivers, plus ad hoc specialist support from the Joint Professional Services Framework, when required, at a forecast cost of £174,184 to end December 2021.

Appendix B: Finance Monitoring Report - Interim Workers for P&E 2021/22

This work to December 2021 will allow the Council to fully understand the impact on wider resources across the Council, and the ability to secure agreements with the various sponsors including the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority to cost recover the Council's costs, and secure a sustainable team to meet longer term requirements of consents.

Summary:

This report sets out the short-term proposals to December 2021 relating to interim workers across the Highways and Transport Service, and it is proposed that a report will be presented to this committee later in the Autumn, providing an update on the recruitment campaigns, reduced reliance on interim workers and the development of a permanent self-funding Consents Team from 1 January 2022.

Conclusion:

The Executive Director of Place & Economy, in consultation with the Chief Finance Officer, is of the view that this is the expedient option to ensure that service delivery is maintained, and brings this procurement approach to the attention of the Committee through this Appendix B.

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

To: Highways & Transport Committee

Meeting Date: 7 September 2021

From: Steve Cox; Executive Director for Place and Economy

Electoral division(s): Duxford, Sawston & Shelford, Melbourn & Bassingbourn, Linton and Woodditton

Key decision: No

Forward Plan ref: Not applicable

Outcome: Approval to request that the Cambridgeshire and Peterborough Combined Authority (CPCA) release funding for further development based on the recommendations from the Royston to Granta Park Strategic Growth and Transport Study.

Recommendation: The Committee is asked to:

- a) Confirm the Council's continued support for the development and delivery of the A505 non-motorised user bridge by Greater Cambridge Partnership with Hertfordshire County Council.
- b) Recommend the outcomes of the study to the Cambridgeshire and Peterborough Combined Authority (CPCA) for approval.
- c) Request that the CPCA reviews with the Council the scope and funding allocation for the Stage 2 of the study to ensure that they are appropriate to enable the work to satisfy the requirements of the next Gateway Point in the CPCA's Assurance Framework.
- d) Request the release of funding for Stage 2 of the study.
- e) Recommend to the Combined Authority that the M11 junction 9 all movements option should not be included for consideration at the Strategic Outline Business Case stage.
- f) Consider new appointments to the Member Steering Group for the next stage of development of the study, should the CPCA release funds for the study be taken forward.

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1 Background

- 1.1 The Royston to Granta Park Strategic Growth and Transport study was commissioned by Cambridgeshire County Council with funding from the Cambridgeshire and Peterborough Combined Authority (CPCA). It considers what transport improvements and policy interventions are required to support and enable the continued success of the internationally important life sciences cluster to the southeast of Cambridge, including aspirations for expansion of the Research Campuses and Science Parks.
- 1.2 The commission was split into two stages. Stage 1 of the Royston to Granta Park Strategic Growth and Transport Study is a wide-ranging multi-modal study which has made initial recommendations on a range of transport schemes for further assessment in order to identify a package of measures needed to address existing transport issues and accommodate planned growth in the area. The study area is shown in Appendix 1.
- 1.3 At its meeting on 27th March 2019 the CPCA Board gave funding approval for £1 million for the study. The first half of the funding was released by the CPCA for Stage 1 of the work. Stage 1 has delivered:
- A Transport Audit Report.
 - A Transport Modelling Report.
 - A Preliminary Options Assessment Report.
 - A Preliminary Strategic Outline Business Case for the overall package of interventions between Royston and Granta Park.
- 1.4 Stage 2 will consist of a detailed assessment of the options and the preparation of a Strategic Outline Business Case and Options Assessment Report in line with Department for Transport Guidance for transport scheme development.
- 1.5 A Member Steering Group was established to guide the work and to provide local Member input throughout the study. The Group comprises three Members each from Cambridgeshire County Council and South Cambridgeshire District Council, and one Member each from Hertfordshire County Council and North Hertfordshire District Council.

2 The Stage 1 study

- 2.1 Figure 1 shows the key stages of the Stage 1 study work.

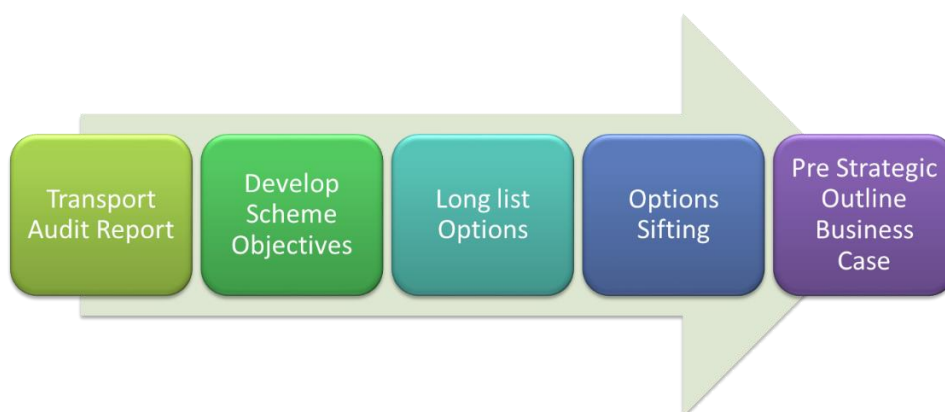


Figure 1: Key stages of the Royston to Granta Park study

- 2.2 Stage 1 of the study commenced in October 2019 following a thorough procurement exercise to appoint a technical consultant using the ESPO Framework. The Stage 1 work takes account of plans for new housing and development opportunities in the wider area and is aligned with the Greater Cambridge Partnership's programme of schemes in the area. It also took account of the CPCA's Cambridgeshire Autonomous Metro (CAM) project.

Transport Audit Report and Stakeholder Engagement

- 2.3 Consultants Stantec were appointed, and work began with the preparation of the Transport Audit Report (TAR), which summarised current policies, transport services, facilities and issues, travel patterns, mode share, socio-economic factors, and other issues in the study area. This also investigated planned growth in terms of jobs and housing within the study area as well as current committed and future transport proposals.

Stakeholder engagement

- 2.4 A stakeholder engagement exercise was undertaken in January 2020. A survey was sent to 90 organisations including all parish councils in the study area as well as local businesses, transport operators and campaign groups, developers and neighbouring local authorities to gain insight into views on the current issues within the study area to inform the identification of the scheme objectives. Meetings were also held with 18 key stakeholders to gain further detail of the main issues. Through these meetings key stakeholders expressed positive views regarding the need for the study and its scope. Feedback from this engagement helped to inform the generation of ideas to develop an initial long list of options for addressing these issues.
- 2.5 A second stakeholder engagement exercise was carried out in May 2020. Key stakeholders were invited to an online presentation to seek feedback and input on the initial long list of options. Additional options were added to the study for assessment as a direct result of this stakeholder feedback. A full summary of the stakeholder engagement process and feedback is contained in Appendix 2 (Stakeholder Engagement Report).

The Transport Audit Report

- 2.6 The Transport Audit Report (April 2020) identified some key issues that demonstrate a clear need for investment in the study area and that future solutions should address, namely:
- **Growth** – The study area has experienced significant growth in homes and jobs in recent years and the forecasts are for this to continue well into 2046. There is potential for an additional c. 21,000 jobs and c.15,000 dwellings within the vicinity and districts adjacent to the study area. This is mainly focussed in the eastern end of the study area.
 - **Active modes** – there is a lack of a joined-up cycle network, particularly between routes east and west as well as severance across the A505 which may deter people from cycling or walking.
 - **Public Transport** – There are no frequent high-quality bus routes serving the locations within the study area. The main services are focussed on delivering north-south connectivity and there are no services that deliver east-west connectivity. Some of the Research Parks currently provide their own private services.

- **Rail** – Whittlesford Parkway station is the key interchange station within the east of the study area and provision for sustainable modes is very limited. Car parking is constrained with overspill parking onto local streets. Furthermore, key pieces of the cycle network are missing that would help to provide easy and attractive access to the station via active modes to and from the surrounding area. The technical work has taken into account earlier work undertaken by the Greater Cambridge Partnership (GCP) in developing its transport infrastructure strategy for Whittlesford Station. Royston is the main rail station to the west of the study area and access here is also constrained.

2.7 Transport modelling was undertaken to understand the impact on the road network by 2046 in a 'Do Nothing' High Growth scenario¹. The A505 is the only east to west route in the area, connecting the A1198 and A10 at Royston to the M11 at Duxford and the A11 at Granta Park. However, based on the results of transport modelling detailed in the Transport Modelling Report, less than 5% of traffic travels the full length of the A505 through the study area. Most traffic currently uses the A505 in the study area to access local employment locations or are local journeys accessing the strategic road network or other routes such as the A10 and A1198 into Cambridge. Over 20% of peak hour car trips within the study area are travelling to another destination within the study area, indicating that a number of short distance trips are made by car. The evidence shows there is a clear opportunity for many of these trips to be made by sustainable modes. Figure 2 illustrates the complexity of travel patterns in the AM peak in 2046 for the most significant vehicular trip movements (those with over 100 movements).

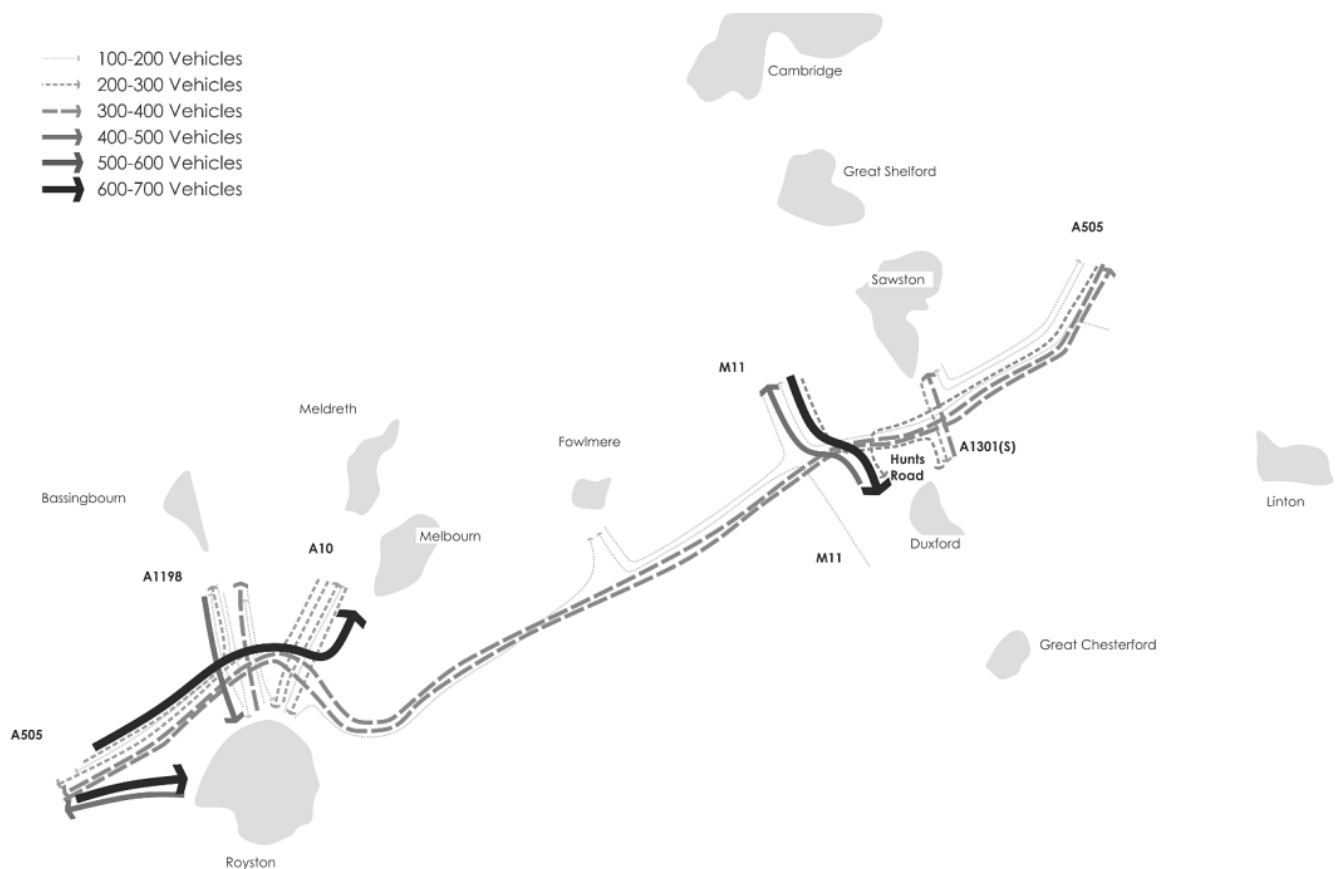


Figure 2: Key trip movements in 2046 AM peak within the study area

¹ The High Growth scenario has been developed in collaboration with relevant planning authorities and is being used across a series of projects for consistency.

- 2.8 The survey data and transport modelling have illustrated that the A505 is not a simple transport corridor with dominant peak time traffic flows that could be catered for through large-scale road improvements. There are many different complex movements and travel patterns, which combined with the lack of a comprehensive sustainable transport network, cause congestion at key junctions on the A505. These include
- All junctions in the model between M11 junction 10 and the A505 / A1301 'McDonalds' roundabout.
 - Cambridge Road / Babraham Road / New Road junction in Sawston.
 - Junctions on the A1307 used to access Granta Park and Babraham Research Campus.
 - A505 / A1198 roundabout at Royston.
 - A505 / A10 roundabout at Royston.
 - A10 / Newmarket Road roundabout in Royston.

Long list options

- 2.9 Options were informed by the Transport Audit Report evidence, the scheme objectives and the stakeholder inputs, which highlighted the current issues with the area and the gaps in the current transport network. The evidence demonstrates that a multi-modal package of measures is required to address existing issues and future travel patterns in the study area.
- 2.10 A number of considerations were involved in developing the list of potential interventions for the study area. The interventions are partly informed by the location of growth areas which are already planned, taking into account the likely increase in demand for connectivity between these and local transport hubs.
- 2.11 Taking into account all these considerations, a long list of options was drawn up and these were sifted using the DfT's Early Assessment Sifting Tool (EAST) guidance. The sifting process resulted in a shorter list of better-performing options which have been identified for further appraisal at Strategic Outline Business Case stage.

Options sifting

- 2.12 Following the stakeholder engagement, option sifting commenced alongside the preparation of the Preliminary Strategic Outline Business Case (PSOBC). The options identified in the sifting for further assessment are shown in Figure 3 and are as follows:

Active Mode options for further assessment

- **North South East West Cycle connectivity** – This option provides new cycle routes that enhance north-south and east-west accessibility in the study area, providing better first and last mile connectivity for sustainable modes. This includes enhancing connections between growth areas and local transport hubs such as Whittlesford Parkway and the CAM Phase 1 terminus. It also improves connectivity between growth areas and surrounding districts, by providing better cross-border connections into the research parks from surrounding districts, such as Uttlesford in Essex. At the western part of the study area this includes considering improving accessibility to Royston Station. An initial assessment of value for money has indicated that these interventions would provide low to high value for money.

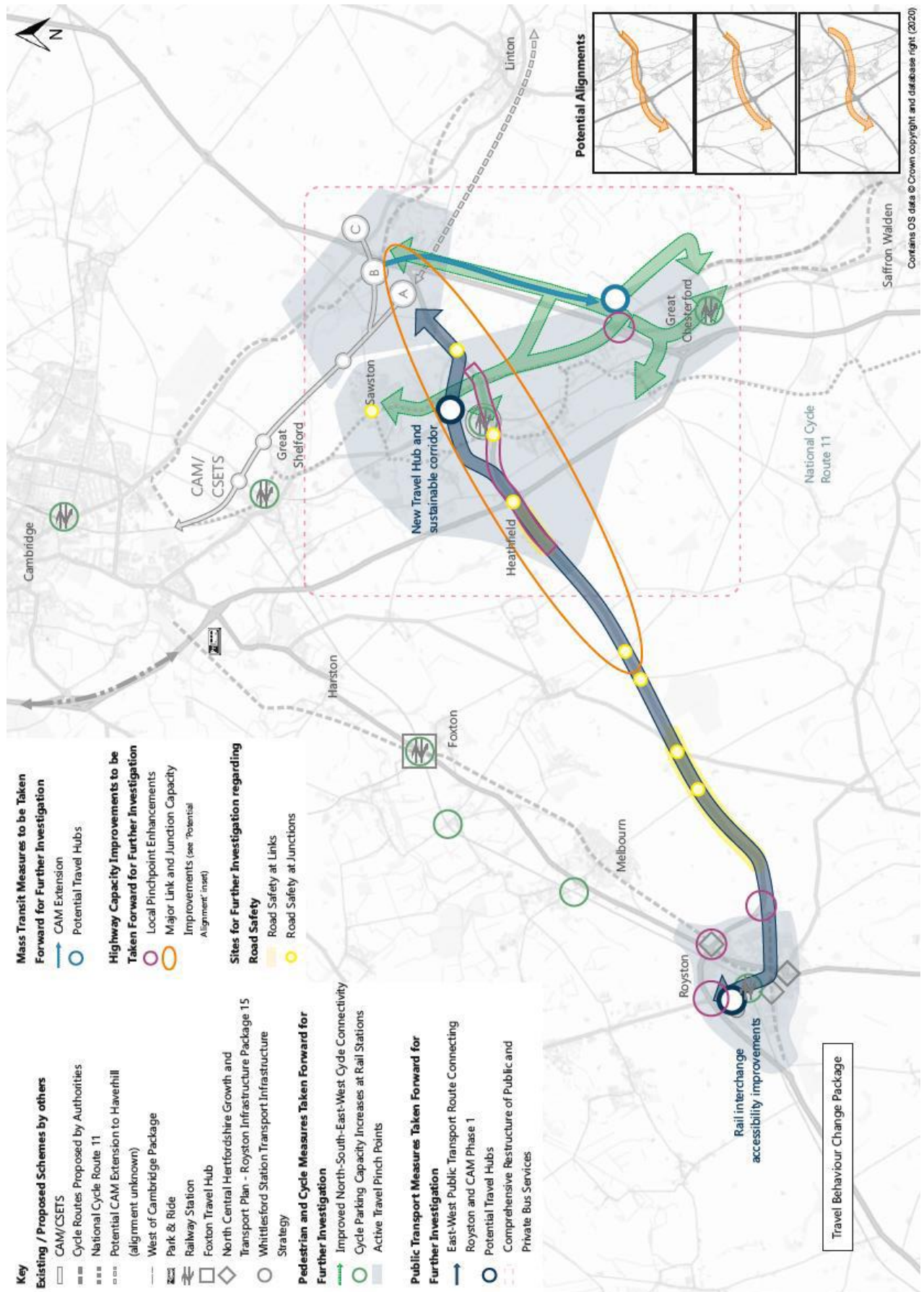


Figure 3: Options identified for further assessment in Stage 2

- **Cycle parking capacity enhancements** – This option is to increase the availability of cycle parking at rail stations within the study area, encouraging first and last mile journeys to the station by active travel modes. This includes all railway stations within the study area and would require further discussions with the local train operating companies. This option would complement other schemes.
- **Active travel pinch points** – This option targets pinch points within the study area that currently make active travel less attractive. The aim is to overcome some of the existing barriers to active travel in the study area and would complement other schemes.

Public Transport options for further assessment

- **Comprehensive restructure of the public and private bus services** – This option involves a full restructure of the public and private bus services within the eastern part of the study area. Currently the Research Parks offer their own private shuttles and the public transport service offer is low frequency and relatively poorly used. This option would review how best to meet the demands of people using this part of study area which suffers the greatest increases in delay and congestion in the 2046 “Do Nothing” scenario. This will also consider bus priority in this part of the study area.
- **East West Public Transport route** – This option involves a high-quality public transport route between the Cambridge South East Transport Study (CSETS) travel hub near the A11 / A1307 junction and Royston providing a connection which can only currently be made by car. This option will involve the consideration of public transport priority.

Mass Rapid Transit options for further assessment

- **CSETS to Stump Cross** – This option involves an extension of the CSETS route from the proposed travel hub near the A11 to continue south and parallel to the A11 terminating at a new travel hub close to the A11 / A1301 / B184 Stump Cross Roundabout. This option provides an intercept point for those wishing to travel into Cambridge from Uttlesford District as well as enhanced connectivity to a major area of job growth at the Wellcome Genome Campus.

Highway options for further assessment

- **Local pinch point enhancements** – This option involves localised improvements to capacity, accessibility and potential public transport priority at various pinch points identified within the study area which suffer severe congestion. The initial value for money assessment indicates this intervention would provide high to very high value for money. The pinch points would be identified through further modelling. This option would complement other measures.
- **Major improvements to A505 link and junction capacity** – This option involves providing additional capacity to links and junctions using land around the existing A505. The scale of these improvements would be greater than the pinch point schemes above and likely include a full section of new carriageway and/or dualling some of the route. The initial value for money assessment has indicated that this intervention would provide low to medium value for money. However, this was based on a high-level assessment of the option from the strategic model data, and further work would be required to explore the practical feasibility and scale of impact of this option. It has therefore been included to explore further at SOBC.

Safety options for further assessment

- **Road safety improvements** – This option involves on-carriageway safety enhancements between Royston and to the east of Flint Cross junction, including Flint Cross junction itself, either for motorised vehicles or active mode travellers. The scope of these interventions will be explored at SOBC informed by detailed accident data. This would complement other measures.
- **Sawston Safety improvements** – This option provides additional safety improvements at key junction hotspots in Sawston which specifically relate to active mode users. This would complement other measures.

Behaviour change

- **Travel behaviour change (as part of a package)** – This option provides a range of travel behaviour change measures within the study area which would be implemented alongside measures to enhance the overall package.

Government position on consideration of major road improvements

- 2.13 In considering proposals for major road improvements, the Government has already given its view locally as to the acceptability or otherwise of such proposals. In relation to the proposed improvements to the A10 between Cambridge and Ely, it has indicated to the CPCA that consideration should be given to lower cost options before any consideration of major improvements are made.
- 2.14 Taking this approach with the Royston to Granta Park technical recommendations, the 'major improvements to A505 link and junction capacity' noted in paragraph 2.12 under 'highway improvements' would only be considered if the assessment of the impact of the whole package including the smaller scale pinch point improvements on the A505 was demonstrated to be insufficient to meet the study objectives.

The A505 as a barrier to pedestrian and cycle trips in the Royston / Melbourn area

- 2.15 The A505 is a significant barrier to walking and cycling between Melbourn in Cambridgeshire and Royston in Hertfordshire. The proposed A505 non-motorised user (NMU) bridge has therefore been assessed against the study objectives. The bridge forms a key part of the North Hertfordshire Growth Plan and is an important part of the Melbourn Greenways scheme being developed by the Greater Cambridge Partnership (GCP). The scheme would greatly improve connectivity and safety for cyclists and pedestrians between Melbourn and Royston.
- 2.16 At its meeting on 26th June 2020, the GCP Executive Board gave approval and agreed a funding allocation of £6.5 million for the Melbourn Greenway. This includes an approval to progress a detailed design for the A505 NMU bridge, working closely with Hertfordshire County Council. It was agreed that the scheme development work is also expected to include an accurate and current cost estimate and a signed agreement with Hertfordshire County Council detailing funding for delivery and future maintenance. On completion of this development work officers are required to return to the GCP Executive Board for a further approval to proceed prior to construction. Schemes that come forward as part of the Royston to Granta Park study will be developed to complement the A505 NMU bridge and bring wider benefits.

Summary of Stage 1 Study technical recommendations

- 2.17 As identified in the Transport Audit Report and Transport Modelling Report, the Stage 1 work clearly demonstrates the complex nature of travel patterns in the study area. The study highlights that a multi-modal package of measures will be needed in the study area to meet the study objectives.
- 2.18 The work to date (circa £500k) and consideration by the Member Steering Group has recommended that the remainder of the current funding allocation (£500k) for the Royston to Granta Park Strategic Growth and Transport Study be utilised for the production of a full Options Assessment Report and multi-modal Strategic Outline Business Case. This would be subject to CPCA approvals and consist of a potential package of investment including:
- A network of active travel improvements including cycle parking capacity enhancements; north-south and east-west cycle connectivity linking travel hubs with local employment centres and growth areas; and addressing barriers and pinch points to active travel.
 - A package of behavioural change measures to encourage use and raise awareness of sustainable and active travel.
 - Public transport improvements including the re-structure of public and private bus services in the eastern end of the study area as well as bus priority; and an east west public transport route between the CAM phase 1 terminus and Royston including public transport priority.
 - Mass Rapid Transit – an extension of the CSETS from the proposed travel hub near the A11 to continue south and parallel to the A11 terminating at a new travel hub close to the Stump Cross Roundabout.
 - Highway improvements including:
 - the investigation of local pinch point improvements at specific junctions experiencing severe congestion; and
 - major highway carriageway and junction improvements – ***but only if it is demonstrated that packages including local pinch point improvements are not capable of meeting the study objectives.***
 - Safety improvements involving on-carriageway safety enhancements between Royston and to the east of Flint Cross junction either for motorised vehicles and active mode travellers; and additional safety improvements at key junction hotspots in Sawston.
- 2.19 The study fully supports the development and delivery of the A505 non-motorised user bridge, subject to the appropriate approvals. The bridge is expected to be delivered by the GCP in partnership with Hertfordshire County Council, and schemes identified through this study will be developed to fully complement the bridge and provide a high-quality network for active travel in the study area.
- 2.20 When taking forward the study recommendations for further technical work, this will be co-ordinated with the work of the GCP in developing the delivery plan for its Whittlesford Station transport infrastructure strategy.

Member Steering Group consideration of highway options

- 2.21 The CPCA's Assurance Framework and Gateway Review processes set criteria by which interventions that are under consideration are assessed against. The Member Steering

Group recommended that two options that did not meet these criteria should not be taken forward for further assessment. These are:

- An all-movements junction at M11 junction 9
- Major improvements to A505 link and junction capacity

- 2.22 As noted in paragraph 2.14, it is recommended that consideration of “Major improvements to A505 link and junction capacity” would only be undertaken if the assessment of the impact of the whole package including the smaller scale pinch point improvements on the A505 was demonstrated to be insufficient to meet the study objectives. This would be consistent with government advice on other projects, such as the proposed improvements to the A10 between Cambridge and Ely.

Technical Assessment of M11 junction 9 (M11/A11 junction) options

- 2.23 Junction 9 of the M11 with the A11 does not provide for all journey movements between the two strategic routes. The Stage 1 study provided an initial assessment of making M11 junction 9 an ‘all movements’ junction, providing a link between the A11 and the M11 northbound, and vice versa.
- 2.24 The transport modelling demonstrated that such an intervention would not provide any improvement to conditions on the A505 itself. The new alternative route would double the journey length and provide limited journey time benefits compared to the A505, even at peak times. Furthermore, it would lead to higher traffic levels on the M11 and A11. The sifting process did not identify this option as performing well in terms of meeting the identified project objectives and the initial Value for Money (VfM) assessment indicated that it would provide poor or low value for money. The study therefore recommended that there was not a basis for taking this option forward on technical grounds.

The CPCA Assurance Framework and Independent Gateway Review

- 2.25 The completed technical work was submitted to the CPCA’s independent assurance reviewer in order for them to assess and prepare a value for money statement of the PSOBC. The CPCA’s Assurance Framework states that its investment decisions for using public funds will be made with reference to statutory requirements, conditions of the funding and local transport objectives. It requires that all transport studies be subject to an independent value for money assessment and business case assurance to inform decision making before approving the next stage of work and releasing further funding.
- 2.26 The principles of the CPCA Assurance Framework stipulate that proposed investments will offer as a minimum ‘high’ value for money (Vfm). “High” VfM can be defined as a Benefit to Cost Ratio (BCR) that is at least 2.0 for transport schemes (and accounting for significant non-monetised impacts and key uncertainties). Schemes with lower VfM however can be considered under circumstances where there is evidenced:
- strategic value of national or regional significance by unlocking a strategic route network bottleneck within the region (for example a strategic road or rail network with significant constraints but unable a BCR due to lower flow increases against disproportionate cost due to historical enhancement under investment (both of which have regional or national growth significance which is challenging to model and are unable to be claimed in TAG (Transport Analysis Guidance) terms; or

- allowing greater through flow of strategic passenger or freight traffic, or where there is evidenced strategic value associated with achieving the Devolution Deal ambitions of GVA or housing growth (for example providing main line rail access to support the growth of left behind areas); or
- by unlocking this growth in addition to committed local plan growth, and where this evidence increases this to at least medium value VfM (BCR of at least 1.5 and accounting for significant non-monetised impacts and key uncertainties).

- 2.27 The Assurance Framework and Gateway Review highlighted that the all-movements junction at M11 Junction 9 that the Member Steering Group wishes to see taken forward scored 'poor to low' on the initial VfM assessment and is potentially at odds with the identified project objectives.
- 2.28 The CPCA's Independent Commission on Climate reported in March 2021, and that in the context of the recommendations of that report, and as covered in paragraph 4.8.2. below, the option of providing an all-movements junction between the M11 and the A11 scores negatively in terms of Low Carbon Transport as it will lead to additional mileage for existing trips that divert onto a longer route.

Member Steering Group recommendation on M11 junction 9

- 2.29 The Member Steering Group has recommended that the all-movements junction at M11 junction 9 should be subject to further investigation of the potential benefits above and beyond the initial VfM analysis, including but not limited to their potential impact on further growth arising from the Greater Cambridge and Uttlesford Local Plans.
- 2.30 Committee is therefore asked to consider whether it wishes to follow the Member Steering Group recommendation that this option is taken forward in the next stage of the study. Recommendation c) – based on the technical analysis in the study and consideration against Environment and Climate Change implications – recommends that it should not be taken forward.
- 2.31 It should be noted that as the funding body, the CPCA will make the final decision on whether it is appropriate to take forward this option for further consideration, informed by, but notwithstanding any recommendation from this committee.

Next Steps

- 2.32 The Stage 1 Study is being considered by the CPCA's Transport and Infrastructure Committee on 8 September. The recommendations from this committee will be reported verbally to that meeting.
- 2.33 The Stage 2 work would seek to identify a multi-modal package from the options listed in paragraph 2.12 above to best meet the study objectives and cater for the wide range of trip making seen in the area. It would make recommendations on a preferred package of measures to be taken forward.
- 2.34 The CPCA's Assurance Framework had not been adopted at the time when this study was commissioned. It is therefore recommended that the committee asks the CPCA to review with the Council the scope and funding allocation for the Stage 2 work to ensure that they

are appropriate to enable the work to satisfy the requirements of the next Gateway Point in the Assurance Framework.

- 2.35 There has also been a request that planned development of the Spicers site west of Sawston by Huawei is addressed in the next stage of the study, and that any updated understanding of growth plans in the area are also accounted for. The CPCA has indicated that this would be appropriate, and it should therefore be considered in any review of the scope of Stage 2.
- 2.36 As a result of changes at the recent Local Elections, there will be a need to reappoint Members to the Royston to Granta Park Member Steering Group, should the CPCA agree that the study proceeds to the next phase of development.

3 Alignment with corporate priorities

3.1 Communities at the heart of everything we do

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 - Introduce safety improvements to areas with high incidences of road traffic collisions.
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

3.2 A good quality of life for everyone

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 - Introduce safety improvements to areas with high incidences of road traffic collisions.
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities

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

There are no significant implications for this priority.

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

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

- The options being developed as part of the study are being assessed against study objectives. Objectives include:
 - Minimise adverse impact on the natural environment, air quality, heritage assets and achieve biodiversity net gain.
 - Maximise transport accessibility for everyone to benefit from and seek to deliver social value to local communities; and

- Provide for essential journeys which enable economic growth, including local, national and international job creation and housing development.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority

4 Significant Implications

4.1 Resource Implications

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

- The Study work to date has been funded by the Cambridgeshire and Peterborough Combined Authority.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- County Council procurement rules will be adhered to when appointing consultants to undertake this study.
- County Council procurement rules will be followed as further work progresses.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category at this stage. Further equality impact assessment will be undertaken for the Strategic Outline Business Case and options appraisal.

4.5 Engagement and Communications Implications

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

- Stakeholder engagement has taken place in line with requirements set out in the DfT appraisal guidance.

4.6 Localism and Local Member Involvement

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

- A Member Steering Group has been established to guide the work and to provide regular local Member input.

4.7 Public Health Implications

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

- The study will develop a multi-modal package of measures to improve travel and reduce congestion in the study area. This is likely to include measures to improve the active travel network as well as multi-modal measures aimed at creating a mode shift away

from the private car with associated public health benefits for levels of physical activity and air quality.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings: **Neutral**

Explanation: The proposals do not involve provision of or alteration to buildings.

4.8.2 Implication 2: Low carbon transport: **Positive, potential for negative**

Explanation: The recommendations of the technical work set out the options for a package of primarily sustainable transport measures to improve accessibility in the study area by active travel and public transport, reducing reliance on the private car. Major road options have not been recommended to be taken forward at this stage from a technical perspective, although the Member Steering Group has requested that they are taken forward into the next stage of assessment work. If these options are progressed, they would be likely to reduce the impact of the sustainable transport measures, and in the case of the all-movements junction at junction 9 of the M11, could lead to significant extra mileage for some existing vehicular trips.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management: **Neutral / to be determined**

Explanation: New transport infrastructure has the potential for impacts on the areas covered by this implication, and these will need to be assessed in detail should proposals be taken forward. The policy position of the Council in relation to such impacts is generally for net-gain to be achieved.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution: **Neutral**

Explanation: There are no identified impacts in this area.

4.8.5 Implication 5: Water use, availability and management: **Neutral**

Explanation: There are no identified impacts in this area at this stage of the study, and there would be an expectation that any issues identified in further development work would be addressed in scheme design.

4.8.6 Implication 6: Air Pollution: **Slight positive / Neutral, potential for negative**

Explanation: The proposals set out in the technical recommendations have the potential to reduce vehicular emissions of nitrogen oxides and fine particles by catering for existing and new travel demand by walking / cycling and public transport. As noted in 4.8.2 above, major road improvement options have the potential to increase vehicular traffic and trip distances and could therefore lead to an increase of emissions of these pollutants.

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

Explanation: There are no identified impacts in this area.

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

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes
Name of Officer: Henry Swan

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

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

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

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

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

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

5 Source documents

The following three documents are extremely large files and are available by email on request from David.allatt@cambridgeshire.gov.uk

- Royston to Granta Park Transport Audit Report
- Royston to Granta Park Transport Modelling Report
- Royston to Granta Park Preliminary Strategic Outline Business Case

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

To: Highways and Transport Committee

Meeting Date: 7 September 2021

From: Steve Cox, Executive Director for Place & Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: The Committee is asked to consider:

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

Recommendation: The Committee is asked to:

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

Officer contact:

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Member contacts:

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1. Overview

- 1.1 The Council's Business Plan sets out how we will spend our resources to achieve our vision and priorities for Cambridgeshire, and the key outcomes we want for the county and its people. The business plan contains a five-year financial plan including estimates of investments, pressures and savings over the whole period. The business plan now under development is for 2022-27. It is a statutory requirement for local authorities to set a balanced budget ahead of each new financial year.

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

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

- 1.3 Since the 2021-26 business plan was produced, the Council has had a change of political leadership. Following Council elections in May 2021, a Joint Administration of the Liberal Democrat, Labour, and Independent groups was formed, with a Joint Agreement explaining the policy ambitions of the new administration. The Joint Agreement prioritises COVID-19 recovery for all of Cambridgeshire and puts healthy living and bringing forward targets to tackle the climate emergency, central to its agenda. It also signals a commitment to form strong and positive partnerships as members of the Combined Authority and the Greater Cambridge Partnership in the areas of public health, support for business, climate change, public transport, and building affordable, sustainable homes. This first business plan will begin to put into effect this new set of policies.
- 1.4 The impacts of COVID-19 on the Council have been unprecedented and the pandemic remains a key factor and uncertainty in planning our strategy and resource deployment over the coming years. The Council has taken a central role in coordinating the response of public services to try and manage the complex public health situation, impact on vulnerable people, education of our children and young people and economic consequences. Looking ahead we know that challenges remain as the vaccination programme progresses and winter illnesses re-emerge. We are already seeing the impacts of the pandemic on our vulnerable groups as well as those who have become vulnerable as a result of health or economic impact of the pandemic. Longer term there will be significant increases and changes in the pattern of demand for our services alongside the economic aftereffects. The Council is committed to ensuring that communities across Cambridgeshire emerge from the pandemic with resilience and confidence for the opportunities and challenges that face us.
- 1.5 During 2020-21, the Council received significant additional funding and compensation from government and the NHS in order to effectively respond to the pandemic. Whilst the financial settlement for the response to date has been sufficient, predicting the on-going implications and financial consequences of COVID-19 remains challenging, particularly in terms of the impact on demand for council services. The 2021-26 budget includes estimates for these pressures in 2021/22 and experience of 2021/22 so far suggests these estimates were reasonable as the Council is not forecasting a significant variance against its budget in the current year. These will remain under review as new data is available. Significant

pressures are expected in future years beyond 2021/22 and details of how each service's specific demand pressure estimates for 2022-27 have been made are within section 4. It is especially important this year that we keep these estimates under review as circumstances are so changeable over the course of this year.

- 1.6 All service committees will consider their relevant revenue business planning proposals in December, at which point they will be asked to endorse proposals to January Strategy and Resources Committee as part of the consideration for the overall Business Plan. These proposals are currently being developed and will each have a robust implementation plan in place and allow as much mitigation as possible against the impact of current financial challenges. Where proposals reflect joint initiatives between different directorate areas and joined up thinking these will go before multiple Committees to ensure appropriate oversight from all perspectives.
- 1.7 Within the current context, the scope for traditional efficiencies has diminished, therefore the development of the Business Plan is focused on a range of more fundamental changes to the way we work. Some of the key themes driving the current thinking are;
- Economic recovery – Although we know that the UK economy is now rebounding from the impact of the pandemic, and overall Cambridgeshire is well placed to support growth and economic resilience, we also know that there have been severe financial consequences for some sectors and individuals. There have been impacts on employment and household income levels for many across Cambridgeshire. The stress and anxiety caused by worrying about money, or not having enough money to maintain the right housing or buy basic necessities or afford basic utilities, is an important factor that affects demand for many of our services. Economic recovery is therefore at the heart of improving outcomes for people and managing demand for Council services.
 - Prevention and Early Intervention – We need to support people to remain as healthy and as independent as possible as well as reduce the health inequalities that have been exposed and exacerbated by the pandemic. This is all the more important in anticipation of latent demand generated by or delayed by the impacts of the pandemic. It is about working with people and communities to help them help themselves or the person they care for or their community e.g. access to advice and information about local support, asset building in communities and access to assistive technology. We saw communities rise to the challenges of the pandemic and support networks appearing to gather around those who needed it. We must continue to build on this and look at how we further support these networks and groups to continue, and where public services are needed, it is about ensuring support is made available early so that people's needs do not escalate.
 - Decentralisation – In support of the need to manage demand and enable people to remain living in their own homes in their local communities and delay the need for more specialist services, investment in our Think Communities approach is paramount. Harnessing the capacity within our local district and parish councils, the voluntary, community and faith sectors, volunteers and local place-based health, County Council and blue light services will enable us to build place-based support services wrapped around our vulnerable people and communities; which will reduce or delay the need for more specialist expensive services and build resilient and sustainable communities where people feel proud to live.

- Environment - Putting climate change and biodiversity at the heart of the council's work. As a council, we will aim to move forward the net zero target for Cambridgeshire County Council towards 2030, developing clear actions for delivery of our Climate Change and Environment Strategy and enabling service and investment decisions to be made in this context.
- Social Value - With a strong focus on outcomes and impact for our communities, we will be working with our public, private, voluntary and community partners to achieve our joint ambitions. We will seek to invest using social value criterion and reflect outcomes, including health, living wage and employment, and local, circular economies within our procurement, spending and organisational activities.

1.8 Besides the pandemic, the other major risks and uncertainties in setting budgets for 2022-27 include the potential for national policy changes, such as reform of social care funding, the lack of a multi-year funding settlement from government, the availability and sustainability of supply chains and resources, and changing patterns of demand for our services that has been a longer-term trend. The Council must make its best estimate for the effect of known pressures when setting its budget and retain reserves to mitigate against unquantifiable risks.

1.9 Coinciding with the election of the new administration, during July and August the Council participated in a corporate peer challenge, facilitated by the Local Government Association, whereby experienced officer and member peers from elsewhere in the sector considered the Council's current position in order to recommend improvements. The peer challenge had a focus on the Council's financial planning and resilience and the emerging indications are that the peer challenge will support the planned approach to business planning which includes addressing:

- Devise a strategic approach to business planning for Cambridgeshire as a place
- Ensure budget planning addresses the medium- term budget gap and incorporates contingency planning
- Ensure that budget plans contain a multi-year strategy for Council tax
- Review This Land (property company)
- The capital strategy needs a stronger focus with a more robust prioritisation process for scheme approval, scheme delivery confidence and financing plans
- Develop the plan to address the annual overspend and cumulative deficit within the high needs block of the dedicated schools grant

2. Building the Revenue Budget

2.1 As we have a five-year budget, the first four years of the new business plan already have a budget allocation. We revise the estimates for pressures first to confirm the budget needed to deliver the same level of service and add in any new pressures or investment proposals. These budget changes are presented first to service committees, and overall there will be a gap between our budget requirement and the funding available.

2.2 We then work to close the budget gap through savings and efficiency initiatives, identification of additional income and revision of pressure estimates, presenting these further changes to committees later in the year. Ultimately, a balanced budget needs to be set by 1 March.

- 2.3 The Council needs to draw on a range of approaches in order to arrive at a balanced budget, produce an overall sustainable financial strategy and meet the Joint Administration's policy objectives. This will include considering benchmarking and external information in order to identify opportunities for Cambridgeshire and using a zero-based or outcomes focused outlook where appropriate in order that resources can be aligned to priorities.
- 2.4 The Council remains subject to significant financial constraints and uncertainties heightened by the pressures arising from the pandemic. We cannot rely on an uplift in core funding from government or a continuation of pandemic related support and therefore difficult choices will continue prioritising efficiencies, productivity improvements, investment in prevention and generation of income ahead of reducing service levels or short-term financing solutions.

The following sections detail specific changes to budget estimates made so far.

- 2.5 In June 2021, Strategy & Resources Committee agreed some changes to 2021/22 budgets, including holding £1.7m to offset the budget gap in 2022/23.
- 2.6 Inflation - Inflation can be broadly split into pay, which accounts for inflationary costs applied to employee salary budgets, and non-pay, which covers a range of budgets such as energy, transport, insurance and waste, with regard to relevant national inflation indices. This covers all of the material effects of inflation on Council expenditure.
- 2.7 Total Net inflation, including staffing and non-staffing, are as follows:

Service Block	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000
People & Communities (P&C)	5,011	4,651	5,383	5,439	5,497
Place & Economy (P&E)	1,765	1,818	1,884	1,926	1,994
Corporate & Managed Services	922	725	748	780	822

- 2.8 The inflationary pressures in the above table and all figures set out in the subsequent sections of this report are provided on an incremental basis. Positive figures indicate an increase on the budget required in the previous year or a reduction in income. Negative figures indicate a reduction on the budget required in the previous year or an increase in income. The figures show the impacts of each proposal on the budget gaps for the relevant financial years.
- 2.9 Demand - It is recognised that service costs are driven by the number of service users, levels of need, as well as cost and method of delivery of the support. Where appropriate this will be outlined in greater detail below. This table summarises the demand funding estimates for 2022-27:

Service	2022-23	2023-24	2024-25	2025-26	2026-27
People & Communities (P&C) - Adults	10,109	11,567	11,427	11,137	11,137
P&C – Children’s	3,144	2,781	3,138	3,545	4,005
P&C – Communities	57	61	66	71	76
Place & Economy (P&E) – Waste	266	308	272	245	238

For 2022-23, this is £1.2m more than was in the 2021-26 business plan.

These demand projections include:

- The number of older people receiving council funded services increasing by 5%
- The average cost of a care package for a person with learning disabilities increasing by 2.5% more than inflation due to rising needs, and that 41 new service-users will receive care as they transition from children’s services
- The number of children requiring council-funded transport to special schools will increase by 7.8% in line with the unprecedented rise in the number of Education Health and Care Plans
- The cost of children in care placements which, although numbers remain reasonably static, continues to increase due to the increased complexity of need and a shortage of available places as care numbers rise nationally
- The county’s rising population will result in a 2% increase in waste sent to landfill

2.10 Other Pressures - The Council is facing several cost pressures that cannot be absorbed within the base funding of services. Some of the pressures relate to costs that are associated with responses to the pandemic, the introduction of new legislation and others as a direct result of changes to contractual commitments. New pressures are set out below, and those relevant to each committee are detailed in section 4 below.

2.11 Some changes to funding estimates have been made where appropriate given the latest information available.

2.12 Overall, these revisions to budget estimates have resulted in a current budget gap for 2022-23 of £23.4m, a £2.9m increase in the gap since the 2021-26 business plan. The changes that have been applied to reach that revised gap are:

£000	2022-23	2023-24
Gap per February 2021 Full Council	22,175	14,700
Pressures funded at Strategy & Resources Committee in July	956	
Downward budget adjustments at S&R in July	-2,651	
Revised gap after S&R rebaselining	20,480	14,700
Demand and Inflation		
Adults demand refresh	1,581	3,108
CYP demand refresh	222	-877
CSMI demand refresh	-3	-3
Waste disposal COVID demand funding not required	-638	
Inflation refresh	-852	
Adults care uplifts strategy refresh	182	1,445
Pressures		
Occupational Therapy – Children's (delivered with NHS partners)	490	
Property Team - Resourcing	209	
Information Management– Children's Social Work Police Requests	54	
Guided Busway defects (pending litigation)	1,300	-650
SEND teams capacity requirement (current demand)	565	
Waste and odour permit conditions	2,684	-1,600
Expansion of Emergency Response Service (Adults)	185	
Additional capacity in Learning Disability Young Adults Team	150	
Children's Disability	400	
Funding		
Capital receipts flexibility to continue until 2024-25	-1,982	
Uplift in Better Care Fund to meet Adults pressures	-750	
P&E Income – faster return to pre-COVID levels	-866	
Revised gap after updates at September Committee	23,411	16,123
Change	2,931	1,423

Scrutiny and review of all of the above items will be repeated prior to submission to the December committee cycle in order to ensure estimates remain current and necessary.

- 2.13 It is important to bear in mind that the 2021-26 business plan included some savings for future years. These are already budgeted in and therefore form part of the budget gap calculation. The feasibility of these savings is being reviewed, and any changes will affect the budget gap. The level of savings already in the business plan are:

Ref.	Saving	2022-23	2023-24	2024-25	2025-26
A/R.6.176	Adults Positive Challenge Programme	-100	-100		
A/R.6.177	Cambridgeshire Lifeline Project	-10	-122	-50	
A/R.6.179	Mental Health Commissioning	-24			
A/R.6.180	Review of commissioning approaches for accommodation based care	-350	-375		
A/R.6.185	Additional block beds - inflation saving	-583	-456	-470	-484
A/R.6.188	Micro-enterprises Support	-133			
A/R.6.189	Learning Disability Partnership Pooled Budget Rebaselining	-2,574			
A/R.6.267	Children's Disability: Reduce overprescribing	-100	-100		

3. Budget Setting Considerations

- 3.1 To balance the budget in light of these pressures set out in the previous section and uncertain Government funding, savings, additional income or other sources amounting to **at least** £23.4m are required for 2022-23, and a total of around £75m across the full five years of the Business Plan.

- 3.2 The actions currently being undertaken to close the gap include:

- Reviewing all existing business plan proposals, and in particular pressures and investments to ensure these are accurate, up-to-date and appropriately mitigated.
- Reviewing all income generation opportunities and deployment of grant funding
- Identifying any areas across the organisation we could potentially look to find additional efficiencies or productivity whilst ensuring outcomes are maintained.
- Costing areas which we wish to invest in- for example areas identified as part of the Joint Agreement action plan, prioritising those that will improve outcomes and prevent escalating demands or costs facing Council budgets.

Chairs and Vice-Chairs are leading engagement with Services to identify initiatives to be recognised in the business plan and receiving detailed budget briefing. This will enable identification of areas of the budget subject to the most risk and sensitivity and where there is opportunity for collaboration and new approaches to lead to improved or more cost-effective outcomes.

- 3.3 Additionally, the Council has worked closely with local MPs in campaigning for a fairer funding deal for Cambridgeshire and this will be renewed following a motion passed at the July meeting of Full Council. We argued that given how much the Cambridgeshire economy was supporting the Treasury that a new approach to business rates that enabled councils to retain a greater element of the local tax take would help to underwrite the costs of

supporting that growth. The implementation of both the multi-year CSR and the localization of business rates have been deferred on several occasions. With the pandemic and the uncertainty over the national position we cannot expect this position to change in the short term. However, it is important to recognise that the Government have used one off interventions of additional finance in Adult Social Care and Highways to negate some of the growing pressure on Councils.

3.4 There are also a small number of financing options that may be available to the Council to contribute towards closing the gap for 2022-2023:

- Additional central Government funding *may* be forthcoming in response to the pandemic and previously announced funding (such as Roads Fund and support for Social Care) rolled forwards. The peer challenge has rightly cautioned the Council about assuming any such funding will be realised.
- Funds could be re-allocated on a one-off basis from reserves. Whilst this would contribute to reducing the pressure for the 2022-2023 financial year, the pressure would be delayed until the next financial year as the option to use this funding could not be used again. The Chief Finance Officer's professional view is that the General Fund balance should not be reduced from its current level in view of the risks the Council is currently facing. Members are also reminded that the Council is currently carrying a deficit of £26m in the high needs block of DSG, as it stands the ringfence for this item will lapse in 2023, meaning that the Council may need to fund this locally from its own reserve. This primarily leaves the amounts currently earmarked as:
 - Transformation Fund (currently £24m unallocated)
 - Pandemic-related carry forward (currently £21m)
 - Additionally, there are smaller service specific levels of reserve held in Public Health and Adult Social Care.

Any use of the reserves listed above is only a temporary solution which would reduce the Council's ability to respond to any future national or local challenges and compound the savings ask in future years. We know that there will be long-range impacts of the pandemic where deployment of grant funds received to date could be carefully planned. The Joint Administration will want to consider its approach to reserves as part of a refreshed budget strategy.

- There is an option to increase the planned levels of council tax (see paragraph 3.6)

3.5 There are a number of additional risks and assumptions with potential impacts on the numbers above. These will be monitored closely and updated as the Business Plan is developed to ensure that any financial impacts are accurately reflected in Council budgets:

- The National Joint Council pay scales have not been confirmed for 2022-23 onwards and it is possible that the agreed uplifts will be greater than those modelled.
- Movement in future year pressures. We are putting monitoring measures in place so we can put in place mitigations before trigger points are met. This is particularly relevant to demand led budgets such as children in care or adult social care provision.
- IT pressures – work is underway to quantify a potential impact on the IT & Digital Service, predominantly related to hardware and software costs and the costs of data facilitating remote working.

- 3.6 The level of savings required is based on a 2% increase in the Adult Social Care precept and a 0% increase in Council Tax. This potential to increase ASC precept has been carried forward from 2021-22. It is likely, therefore, that the Council will be presented with the option to increase general Council Tax by not less than a *further* 1.99% in 2022-23, on top of the 2% ASC precept carried forward. The value of a 1.99% increase in the Council Tax equates to additional revenue of £6.1m. With general inflation higher than in recent years, it is possible that the government may permit a higher general council tax increase or announce an Adult Social Care precept potential for a further year. In those scenarios the Council tax potential would increase further.

4. Business Planning context for Highways and Transport Committee

- 4.1 The remit of the Highways and Transport (H&T) Committee focuses on some of the services provided by the Place & Economy directorate. Place & Economy (P&E) is the focus for the Council's place based work and provides a very wide and diverse range of services to the people and businesses of Cambridgeshire. Much of what is provided by the Directorate is experienced by residents on a daily basis.
- 4.2 A broad overview of the functions covered by H&T includes; the management of a series of major contracts such as maintenance and management of the county's highway network and street lighting, development of transport policy, highways funding bids, cycling and operation of the Busway and the park and ride sites.
- 4.3 COVID-19 has put pressure on service delivery during the current financial year and there are some ongoing pressures within the service relating to the COVID-19 virus which relate to the loss of income which is used to fund existing services. There was already some funding in the Business Plan to address these pressures, but the allocations have been reviewed and reduce below

	Current BP Covid Budgets 2022/23	Updated figures
Waste	638	0
Park & Ride	150	150
Guided Busway	200	200
Traffic Management	302	0
Parking	500	300
Bus Lane Enforcement	259	0
Other	155	50

- 4.4 Following from agreement for a new Joint Administration to lead the work of the Council an action plan was agreed by the Strategy and Resources Committee 6 July 2021 and contains activities which fall within the Committees remit which could impact on the revenue budget. These include:

- Work with partners on policies which enhance Local Plans and support the Local Transport Plan review
- Carry out consultation on new active travel strategy for the County
- Work in partnership with the Greater Cambridge Partnership on a review of the road hierarchy
- Continued development of Huntingdon and Fenland transport strategies to include support for modal shift
- Commence procurement for replacement of Cambridge Sub Regional Transport Model (CSRM) in partnership with GCP and CPCA and consider how commercial value of data can be best captured
- Implement tree planting scheme on the land acquired as part of the A14 scheme
- Develop and adopt new standards for pedestrian and cycling infrastructure informed by Local Transport Note (LTN)120.
- Review and refresh the Council's transport priorities
- Explore funding options for additional capital maintenance schemes to enhance the County networks and further gulley clearance.
- Consider options for innovative condition surveys to anticipate and address highway maintenance issues
- Implement additional footway maintenance schemes
- Review the 20mph policy and the qualifying criteria
- Conclude the work of the HGV Members Working Group and agree an HGV management policy
- Bring proposals back to committee for Residents' Parking Schemes/CPZs in consultations with GCP and in-line with the Integrated Parking Strategy and seek funding for consultation/implementation through the planning process.

4.5 Transformation of the way we do things and recovery (reacting and creating a new normal) have been the main focus in developing new savings proposals for the new financial year. There are also some savings proposals that are already identified in the business plan and are due to be made in 2021/22.

4.6 There are a number of budget proposals currently being considered, a full list of these proposals can be seen below. Work will continue on these and those considered appropriate for implementation will be worked into Business Cases and Equality Impact Assessments (EqIA's). These will be reviewed at the December Committee.

4.7 Given the level of savings required by the Council as a whole for 2022/23, the H&T list contains new proposals. Members are asked to consider and comment on that list. Members should bear in mind that any savings removed will increase the existing funding gap on the Council as a whole. Therefore, Members are asked to continue to put forward ideas for additional savings or income generation.

5. Overview of Highways and Transport Committee's draft revenue programme

5.1 The list below includes 2022/23 business planning ideas that are currently being considered. It is important for the Committee to note that the proposal list and any figures referenced are draft at this stage and that work on the business cases is ongoing. Proposal documents for new ideas will be presented to Committee in December at which point

business cases and the associated impact assessments will be final for the Committee to consider and endorse before they are considered by S&R January 2022 and full Council February 2022.

5.2 The following suggested potential savings and / or income generation opportunities have been proposed, ahead of being worked up into full business cases:

- Street lighting including LED replacement and explore more efficient approaches to lighting
- Review of the strategy for bus lanes / gates countywide
- Full review of fees and charges in P&E
- Safer Walking routes – minimise use of buses for schools
- CPCA / CCC Growth and Development: Transport assessment team time and expertise could be reimbursed
- Clean Air Zones and Cambridge City Access.
- City Access strategy may include demand management, that if implemented may have revenue implications.
- Further staff recharges to internal and external parties.
- Highways: Process efficiencies and effectiveness, including route optimisation for inspections/ winter service.
- Highways: Recycling, innovative materials and processes
- Highways: Drainage maintenance strategy and operations.
- Review on street parking policy and operations
- Explore opportunities for civil parking enforcement, enactment of part 6 of the Traffic Management Act and pavement parking restrictions, and enforcement of layby parking.
- Investigate potential savings to be derived from innovative technologies for highway condition surveys and safety inspections.
- Smarter IT to provide a better customer service and more efficient service delivery.

6. Next Steps

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

November / December	Business cases go to committees for consideration
January	Strategy and Resources Committee will review the whole draft Business Plan for recommendation to Full Council
February	Full Council will consider the draft Business Plan

7. Alignment with corporate priorities

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

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

8. Significant Implications

8.1 Resource Implications

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

8.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

8.3 Statutory, Legal and Risk Implications

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

8.4 Equality and Diversity Implications

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

8.5 Engagement and Communications Implications

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

8.6 Localism and Local Member Involvement

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

8.7 Public Health Implications

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

8.8 Environment and Climate Change Implications on Priority Areas

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

Have the resource implications been cleared by Finance?

Yes

Name of Financial Officer: Sarah Heywood

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

Yes

Name of Officer: Henry Swan

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

Yes

Name of Legal Officer: Fiona McMillan

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

Yes

Name of Officer: Beatrice Brown

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

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

Yes

Name of Officer: Julia Turner

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

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

Yes

Name of Officer: Emily Bolton

9. Source documents guidance

9.1 There are no source documents.

Agenda Item No.12

Highways and Transport Policy and Service Committee Agenda Plan

- * indicates items expected to be recommended for determination by full Council.
- + indicates items expected to be confidential, which would exclude the press and public.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
[04/11/21]	<i>Reserve Date</i>				
07/12/21				25/11/2021	29/11/2021
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Business Planning	Tessa Adams	Not applicable.		
	CSET	Jane Osayimwen	Not applicable		
	Transport Monitoring Network Improvement	Daniel Clarke	2021/057		
	Annual Highways Report	Emma Murden	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		

[25/01/22]	Reserve Date				
08/03/22				24/02/22	28/02/22
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		
[26/04/22]	Reserve Date				

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

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