

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 25 January 2022

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

12:30

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

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

AGENDA

Open to Public and Press by appointment only

Item Title

The meeting will begin at 12.30pm or upon the conclusion of Full Council

CONSTITUTIONAL MATTERS

1 Apologies for absence and declarations of interest

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

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3 Petitions and Public Questions

KEY DECISIONS

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Attending meetings and COVID-19

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The Highways and Transport Committee comprises the following members:

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

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

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

Highways and Transport Committee: Minutes

Date: 7 December 2021

Time: 10.00am to 14:00pm.

Present: Councillors Alex Beckett, Douglas Dew, Piers Coutts, Lorna Dupre, Janet French, Stephen Fergusson, Bryony Goodliffe, Simon King, Peter McDonald, Mac McGuire, Brian Milnes, Tom Sanderson, Neil Shailer, Alan Sharp, and Mandy Smith

Venue: Multi-Function Room, New Shire Hall

51. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Geri Bird and Derek Giles

There were no declarations of interest.

52. Minutes – 4 November 2021

The minutes of the meeting held on 4 November 2021 were agreed as a correct record and signed by the Chair.

53. Highways and Transport Committee Action Log

The Committee noted its Action Log.

The following points were raised:

- The Wisbech Access Strategy was ongoing and not completed.
- Requested that local Members remained informed of key dates and milestones regarding Local Highway Improvements.

54. Petitions and Public Questions

The Committee received 2 petitions from CamCycle and public questions and taken during the relevant agenda item. The questions and responses are contained at Appendix A of the minutes.

The Committee received comments from Mrs Sarah Lambert regarding the A10/A142 'BP Roundabout'. Mrs Lambert emphasised the urgent need for improvement works at the location to ensure that the roundabout was safer for all users. Improvements could not be linked to the A10 dualling, given that the project would have a long timescale and would encourage more traffic. Mrs Lambert urged the Council and the Cambridgeshire and Peterborough Combined Authority to work together to design a safety improvement for the crossing of the roundabout in the very near future.

55. A10 Ely to Cambridge Outline Business Case

The Committee received A10 Ely to Cambridge Outline Business Case that sought the Committee's agreement to progress the Outline Business Case (OBC) work on improvements to the A10 between Cambridge and Ely, subject to the agreement of scope of work, timescales, and funding.

The Chair invited a representative from CamCycle to address the Committee. Commenting on the scheme, CamCycle were supportive of improvements to cycling and active travel along the A10 route. CamCycle encouraged the 'quick win' outlined within the report to be progressed as a priority to rectify the issues found at the A10/A142 roundabout.

CamCycle noted and agreed with the statement from the Department for Transport that the needs of all road users had to be considered and agreed that alternatives to dualling should be considered given the climate emergency and the need to reduce motor traffic in the region. Any dualling of the A10 would result in increased motor traffic capacity that would induce demand and result in ever larger traffic issues along the corridor and present a huge setback in efforts to reduce carbon emissions. In conclusion, CamCycle requested the Committee ensure that the OBC should pursue low-carbon and sustainable transport based solutions for the Ely/Cambridge corridor.

The presenting officer drew the Committee's attention to the funding arrangements for the project between the Cambridgeshire and Peterborough Combined Authority and the Department for Transport (DfT). Members noted the conditions of funding at that there was no guarantee that dualling would be the preferred option for the DfT. The resource implications were highlighted to the Committee. There were significant surveys that had to be completed at certain times of the year which would cause pressures.

During discussion Members:

- Confirmed that the proposed cycleway would be developed for all non-motorised users.
- Drew attention to the BP roundabout that was of great concern to residents and had been regarded by them in a recent survey as the most dangerous junction in East Cambridgeshire for pedestrians and cyclists. It presented a barrier to active travel. De-coupling the roundabout from the A10 proposals was welcome, however, concerns remained regarding the timescales and it was essential that the situation was remedied.
- Commented that road construction needed to be considered in the context of carbon neutrality, environmental factors, and biodiversity. Making a road more attractive encourages more people to use it. Congestion in Cambridge was a key concern and there were too many cars entering the city.
- Welcomed that the Department for Transport (DfT) were assessing a 'junctions only' option.

- Highlighted Mere Way in Waterbeach and confirmed that facilities for equine users would be maintained. Officers informed the Committee that a pre-commencement planning condition existed in relation to the Waterbeach development that secured the Waterbeach station relocation had been resolved. The delay was with the developer relating to the funding. Discussions were taking place with the Greater Cambridge Partnership (GCP) and it was confirmed that the station had planning permission.
- Expressed hope that infrastructure to support active travel was used as there were examples where provision had been made but it was hardly used.
- Sought clarification regarding funding, specifically the arrangements contained at paragraph 2.7 of the report and what the implications would be if funding did not come forward and if there was an overspend where costs exceeded £4m and the further £2m was not forthcoming. Officers provided assurance that the scheme being developed was in line with DfT expectations. The greater risk to the scheme was overspend. The purpose of the report was to provide a clear spotlight of the potential risks in order that they were understood.
- Highlighted the needs of older people and people with disabilities. There would be a significant section of the population that would not be able to take advantage of active travel options. Officers commented that both the Council and the Combined Authority were working together on the issue to ensure that provision was designed into the scheme during development and not bolted on later.
- Questioned how achievable the timescales were in relation to the project. In response officers explained that certain requirements of the business case necessitated on-site survey work to be undertaken such as ground conditions and biodiversity that were seasonal. It was forecast to allow 2 years for the work to take place, however, there was a desire to complete it as soon as possible.
- Emphasised that safety was of paramount importance and commented that disaggregating the BP roundabout was a sensible approach. However, while active travel was an important consideration it was essential that all road users were catered for safely and expressed concern that dualling may be disregarded as an option. Officers informed the Committee that the business case would quantify the benefits to all road users of each option and the associated costs also.
- Noted the comments of the local Member regarding the BP roundabout that road traffic flowed through it with ease, however, to cross it as a pedestrian was extremely difficult.

It was resolved unanimously to:

- a) Note and comment on the conclusions of the March Area Transport Study Outline Business Case;
- b) Note progress on delivery of the March Minor Schemes approved at the September 2020 Highways and Transport Committee; and

- c) Approve the programme and costs for Full Business Case and detailed design of the March package of schemes, providing funding is made available by CPCA Board and a suitable funding agreement with CPCA is agreed.

56. Review of the Draft Revenue and Capital Business Planning Proposals for 2022-27

The Committee received the draft Business Planning proposals for both capital and revenue expenditure for 2022-27. The report set out the current business and budgetary planning position and estimates for 2022-27, the principal risks, contingencies, and implications of the proposals together with the process that governed the budget setting for the coming years.

In discussing the proposals Members:

- Noted the opportunity for improved scheduling and resource planning that would provide savings.
- Confirmed that the proposed movement of funding from the revenue to capital budget would not impact on delivery.
- Welcomed the investment in resources to provide technical knowledge and skills into Nationally Significant Infrastructure (NSI) schemes. There were several such projects affecting the county presently and it was essential that the Council achieved the best value from such schemes.
- Noted and welcomed the increase in budget for footpaths and pavements as it provided assurance to residents that the Council was seeking to address the long-standing issue.
- Noted the devolution of powers regarding certain moving traffic offences such as enforcing weight limits and were tied to civil parking enforcement.
- Clarified that the previous administration's commitment of £29.7m over 5 years (2021/22 – 2025/6) for improvements in footpaths and gulley clearing was being maintained. Officers confirmed that the proposals in the business plan had not changed other than being moved from revenue to capital expenditure.
- Noted the assumptions made regarding the level of grant funding for pothole repair and the discussions that would need to take place once the announcement had been made.

It was resolved unanimously to:

- a) The Committee is asked to review, note, and comment upon the report.

57. Finance Monitoring Report

The Committee received the Finance Monitoring Report for the period up to October 2021. The presenting officer drew the Committee's attention to the issues contained within section 2 of the report.

In discussing the report Members raised the following points:

- Sought further information regarding the delay improvements to the A1303. It was a particularly dangerous junction where a serious accident had recently occurred, and residents were seeking a quick resolution. Officers explained that there had been a delay regarding the land acquisition, and it was anticipated that the process would be completed within the next couple of months.
- Requested a confidential briefing be arranged regarding the ongoing legal dispute with BAM Nutall regarding the guided busway. **ACTION**
- Requested that Local Highway Improvement (LHI) alignments within Cambridge City be reviewed as there appeared to be some anomalies. **ACTION**
- Suggested that the timelines for the LHI process were creating difficulties for the various schemes' delivery, especially when definitive dates for delivery were provided to residents as there was likely to be slippage.
- Noted that a report regarding LHI process would be presented at the April meeting of the Committee. There had been resourcing issues within the team, however, Milestone (contractor) had provided assistance.
- Highlighted the vacancy rate and questioned how it impacted on delivery. Officers explained that it was important to view the vacancy rate within the context of the ongoing restructure of the service. New senior managers were in post and the number of interims was gradually reducing. The job market was challenging and competitive. It was important that new innovative approaches to recruitment were developed as it was a person driven service.
- Sought greater clarity regarding the use of interim staff and how the Council performed against other comparable local authorities. Anecdotally, pay had been an issue in Cambridgeshire and it was questioned whether packages offered were competitive. Officers commented that other local authorities were experiencing similar recruitment issues. Strong messages were being developed about the attractiveness of Cambridgeshire as a place to live and work.
- Expressed concern regarding the level of delay of LHI schemes in the March area.
- Expressed concern that Parish Councils had not been invoiced for LHI schemes that had been delivered.
- Requested that the reference to Sutton Road be amended within the report for future iterations. **ACTION**

It was resolved to:

Review, note and comment on the report.

58. Future Transport Priorities

Members received a report relating to the Future Transport Priorities that sought to update the Committee on the proposed review of sifting criteria for the Transport Investment Plan (TIP) to inform and prioritise a transport scheme development programme and provide a proposed process and set of priorities for the review of existing, and preparation of new transport strategies

The Committee received comments from CamCycle on the report. CamCycle welcomed the focus on modal shift. However, concern was expressed that the focus would be lost during implementation and cited the Windsor Road scheme as an example. CamCycle agreed that regarding the Transport Investment Plan, the sifting criteria should be updated to reflect priorities around active travel and guidance such as LTN/120. CamCycle were supportive of more high-quality LTN/120 compliant cycle infrastructure and were also supportive of support smaller but still significant interventions like adding cyclist-detection circuits at signalised crossings and adjusting traffic light timing to provide more time and priority for people walking and cycling. CamCycle requested that consideration be given to creating a pipeline of schemes for active travel that were ready to commence. CamCycle was also supportive of the review of the road hierarchy but expressed concern that public consultation was not mentioned within the report.

In presenting the report officers commented that it was anticipated that public consultation would take place, however the timing would be determined by the Greater Cambridge Partnership (GCP).

During discussion Members:

- Highlighted the varying speeds of users from pedestrians to cyclists and posed a risk of accidents.
- Noted the complex prioritisation and funding together with the multiple layers of local government and its interdependencies set out in figure 1 at paragraph 2.1 of the report and commented that it was very difficult for the public to understand and suggested a guide be produced on how the plans interlinked.
- Drew attention to electric vehicles and the barrier of charging points and commented that it would be welcome for it to be recognised as a barrier and how it could be overcome.
- Noted the Cambridgeshire and Peterborough Combined Authority (CPCA) was developing an alternative fuels strategy and commented that expansion of the National Grid was necessary to support the move to electric vehicles.
- Highlighted the Newmarket and Guyhurn study and noted the importance of increasing understanding. However, concern was expressed that the outcomes of

the first study had not yet been put into effect and it was important focus on delivery as well as study.

- Emphasised the importance of a joined-up approach, citing the A142 as an example where the road entered an adjoining county as there were issues with congestion relating to rush hour traffic.

It was unanimously resolved to:

- a) Note progress towards the Joint Administration's year 1 actions relating to transport policy and strategy development;
- b) Approve the proposed programme for reviewing existing transport strategies and preparing new transport strategies;
- c) Note the programme of transport study work;
- d) Approve, subject to the agreement of scope and funding with the CPCA, the Council undertaking work on a Newmarket to Guyhirn study (A141 / A142); and
- e) Approve the process outlined in the report, including Member engagement, to update the transport scheme development sifting criteria, including for the prioritisation of LTP Integrated Transport Block funding.

Councillor Fuller left the meeting at this point.

58. Active Travel Strategy for Cambridgeshire

The Committee received a report that provided an overview of the emerging Active Travel Strategy for Cambridgeshire and informed Members of the scope of the strategy and the key considerations.

The Committee received comments from CamCycle whom expressed support for the development of the strategy. CamCycle noted the diverse geography of the county but stressed that both urban and rural areas could benefit from active travel. Attention was drawn to paragraph 2.1 where it mentioned that there were some cases where compliance with LTN/120 was not possible. Although CamCycle understood the intention of the paragraph they emphasised that LTN/120 was written with that in mind by setting a measurable quality threshold.

CamCycle challenged the interpretation of LTN/120 contained at paragraph 2.22 of the report as it reflected quality of infrastructure not quantity. In certain cases, providing quality could be expensive, however, in other cases, quality could be a matter of making better design decisions and could realise savings.

Commenting on the report, Members:

- Alluded to the challenges of implementing the strategy. Cambridge was viewed as a cycling city that was taken for granted and had resulted in poor infrastructure and catered to proficient cyclists. Greater consideration needed to be given to non-

proficient cyclists. There were often pieces of cycling infrastructure that were not connected. Driving had an inherent advantage to other modes of transport and therefore it was imperative to ensure high quality infrastructure in order to tempt people from their cars.

- Drew attention to active travel in rural areas where the active travel strategy would be much more difficult to implement. However, it was also the area where it was needed most, for young people in particular. Electric bicycles would also greatly increase the length of feasible journeys that could be taken.
- Emphasised the importance of the condition of road surfaces in encouraging active travel, together with the fragmentation of the network that was often off putting.
- Noted the recognition of the differing needs between rural and urban areas. However, it was vital that when infrastructure was installed it would be used.
- Suggested accelerating the development of a guide for the provision of dual use paths for developers as it was difficult to retrofit facilities and increase focus on rural areas to identify the barriers to active travel and how they were to be overcome.

It was resolved to:

- a) Note and comment on the update on the emerging Active Travel Strategy for Cambridgeshire; and
- b) Note and comment on the 'key considerations' section 2.21 – 2.26 to deliver the Active Travel Strategy

59. Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme (Wider Ely Area Round 2 Consultation Part 2)

The Committee received a report detailing the Cambridgeshire County Council's response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme (Wider Ely Area Round 2 Consultation Part 2) seeking the Committee's approval for the response and any additions to the response.

The Chair invited Councillor John Gowing local Member to address the Committee. Councillor Gowing informed the Committee of the issues surrounding the B1098 and specifically the Stonea underpass that experienced frequent collisions due to the height of the bridge and drivers not realising the height of their vehicles or not willing wait at the gated crossing. The underpass was closed for 16 months following a collision and then was struck again the day it was reopened. Councillor Gowing highlighted the considerable cost of repair to bridge with each collision.

The Committee received comments from Councillor Anna Bradnam, local Member that are attached at Appendix B to these minutes.

In discussing the report Members:

- Welcomed the focus within the proposed consultation response on the residents of Queen Adelaide as it was of huge significance for them.
- Emphasised the importance of the scheme for the whole county as it would reduce the level of HGV movements on the A14.
- Requested that references to ensuring the future robustness of the scheme be strengthened within the response.
- Requested that local Members have sight of the final draft of the consultation response.
- Noted the direct benefits of the improvements to the town of March and drew attention to the comments of Councillor John Gowing and the cost of bridge collisions to the attending emergency services.

It was resolved to:

- a) Note and comment on Network Rail's 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.

60. Public Rights of Way & Non-Motorised User Routes Design Guide

The Committee considered a report that followed a request at the November meeting of the Committee. Across Cambridgeshire existing Public Rights of Way and other routes were often upgraded and provided to support growth and sustainable development. The Committee was asked to consider the creation of a Public Rights of Way & Non-Motorised User Route Design Guide that would address and balance the needs of all users when improving existing and providing new routes for promoting sustainable forms of transport and promoting active travel.

The Chair invited a representative of CamCycle to address the Committee who welcomed the report and supported the development of a design guide for public rights of way, and especially cycle routes. Public rights-of-way were used by many different non-motorised or active travel modes and while individual sites had different requirements and constraints, CamCycle were optimistic that a design guide can be written in a way that helped bring people together to find the best resolution in each case. CamCycle strongly believed that wayfinding should also be included in such work to help promote cycle tourism, children's independence, and health, and to allow people to explore further.

During discussion Members:

- Highlighted the need to review existing routes and improve them for all users.

- Noted that officers would prepare the draft design guide to be consulted on widely. Once the consultation was completed and the comments assessed and incorporated where appropriate the draft guide would be presented to the Committee for approval.
- Noted that the Local Cycling Walking Infrastructure Plan (LCWIP) work would be incorporated within the design guide work.
- Expressed thanks to officers for producing a report so quickly as speed was essential given the number of developments being built within the county.
- Commented that it would be preferable within the design guide that the default position was to preserve bridleways and not hard-surface them.
- Requested that rights of way be maintained as they were in a poor state in many areas, overgrown with brambles and bushes.

It was resolved to:

- a) Note the report;
- b) Agree to the creation of a draft Design Guide;
- c) Delegate to the Executive Director of Place and Economy and the Chair and Vice Chair the approval of a consultation document and approval of the draft Design Guide to allow the consultation process to be undertaken;
- d) Following consultation and refinement of the draft Design Guide to bring a report back to Committee providing a summary of the consultation response and the Design Guide for approval;

61. Greater Cambridge Partnership's Programme for the Review of Mill Road, Cambridge

The Committee considered a report which provided an update on the process of the proposed Greater Cambridge Partnership's Programme for the Review of Mill Road, Cambridge

The Committee received comments from CamCycle whom expressed thanks to the Committee for their decision to expedite the consultation on Mill Road and the proposed approach to using focus groups. CamCycle suggested that a useful addition to the process would be to also provide the various stakeholder groups an opportunity to directly present their vision and ideas for Mill Road to the consultants. CamCycle highlighted the case they had made for 'quick-wins' that could be beneficial for Mill Road however they were concerned that the proposal was unclear about what could be considered a quick-win and what kind of impact the changes may have.

Local Member Councillor Richard Howitt addressed the Committee. Councillor Howitt welcomed the decision to ask the GCP to take Mill Road forward as part of the wider access scheme. Any proposals needed to be about Mill Road as a whole and would be more warmly received by residents if they feel they are part of a wider vision for the city. Councillor Howitt highlighted the role of focus groups and emphasised the need to ensure the widest exposure for any proposals. He had met with interest groups and had encouraged them to meet and work together to ensure that all points of view were reflected. There needed to be thorough monitoring of traffic emissions and any adverse impacts on nearby areas. The Council had a responsibility to ensure that that consultation took place in a safe environment of respect. Councillor Howitt looked forward to being fully included by the GCP in the future stages of any proposals.

During discussion Members:

- Commented that it was not for the Committee to micro-manage any proposed schemes as the Greater Cambridge Partnership (GCP) were running it.
- Noted the impacts on other areas and the importance of looking at schemes holistically.
- Noted the continued meeting with residents and business along Mill Road and the search of a consensus regarding any proposals.

It was resolved to:

Note the emerging programme developed by the Greater Cambridge Partnership to review Mill Road, Cambridge.

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

The Committee noted its Agenda Plan, Training Plan and appointments to Outside Bodies and Internal Advisory Groups.

Commenting on the plan a Member raised 2 reports that had been requested regarding cutting back of undergrowth and limiting the impact of HGVs during major road closures. Members noted that reports would be programmed into the agenda plan at an appropriate point of the Committee cycle.

Chair
25 January 2022

HIGHWAYS AND TRANSPORT COMMITTEE – (7th December 2021)

PUBLIC QUESTIONS

No .	Question from:	Item	Question
1.	Councillor Richard Robertson		<p>Will the council have a study carried out into the possibilities for widening the path and providing a fence for the whole of the bus-way from Hills Rd bridge to the turnoff to the hospital?</p> <p>In view of the danger which currently exists and has contributed to the death of two people, will the council require the speed of the buses travelling next to the pedestrians and cyclists to be reduced to 15mph with immediate effect for the full length of this stretch?</p>
			Response:
			<i>The County Council has committed to undertake a full and detailed safety review of the busway from independent experts following the latest traffic incident. However, prior to completion of that review, The speed limit on the busway between Long Road Bridge and the railway station, in both directions, has been reduced to 15mph given ongoing concerns over safety, including from the Health and Safety Executive.</i>
No .	Question from:	Item	Question:
2.	David Stoughton (Cambridge Living Streets)	Future Transport Priorities	<p>Under the banner of Active Travel, it has become customary to refer to walking and cycling jointly and to see them as being addressed as one. There are joint strategies for walking and cycling and plans become conflated. So much so that Greater Cambridge Partnership proposals very often seem to assume that providing for cycling solves the problems of pedestrians simultaneously. We believe that this approach makes their distinct needs harder to identify and gives a very wrong impression to the public.</p> <p>Whilst provision for cycling requires its own, often new and costly, infrastructure, encouraging walking at least in the urban environment is often about removing the barriers that inhibit many otherwise able pedestrians. These barriers consist amongst others of footways that are often too narrow and in a poor state of repair, misplaced streets furniture and A boards, infrequent pedestrian crossings, often far from the desire line, and increasingly since Covid of vehicles parking on the pavement and obstructing progress. In other words much of it is about maintenance and</p>

			<p>improvement of existing infrastructure, better connectivity and enforcement. So unlike cycling the majority of the cost is assigned to operational rather than capital budgets which makes it harder to address.</p> <p>On top of this the constant conflation of walking and cycling may lead to some unintended outcomes. There are an increasing number of shared use schemes which, while not in themselves a problem providing there is clear demarcation, if taken in conjunction with older instances of shared use where the markings have faded is partially responsible for encouraging increasingly dangerous behaviours. This seems to us to have been further amplified by the constant references to walking and cycling together. Too many cyclists amongst others seem to have taken shared usage and the conflation of modes of travel as signals permitting cycling on all footways and, in their wake, private eScooter riders, motorised delivery drivers and other wheeled vehicles have taken to using them extensively. This is extremely distressing for the elderly and parents with prams or buggies and dangerous for the disabled and especially the blind.</p> <p>I am sure that nobody intended for this to happen, and clearly part of the issue is the lack of any enforcement but referring to walking and cycling in, so to speak, a single breath is clearly not helping.</p> <p>Will this committee please distinguish more clearly between the two forms of active travel in the future and encourage others to do so.</p>
			Response:
			<i>Following Central Governments first Cycling and Walking Investment strategy in 2017 local authorities were recommended to develop their own Local Cycling and Walking Infrastructure Plans (LCWIP) to enable cases to be made for future funding. Cambridgeshire's LCWIP will form part of a long term vision to improve the County's walking and cycling networks in order to increase the number of residents travelling on foot and by cycle and thereby improving health and well-being of all those living and working in the county. The LCWIP differentiates and prioritises walking and cycling separately. The Active Travel Strategy will similarly differentiate between these modes of transport.</i>
No	Question from:	Item	Question:

3	David Stoughton (Cambridge Living Streets)	Active Travel Schemes	<p>Living Streets Cambridge thanks the officers of this committee for ensuring that we are included in the user focus groups for consultation and suggests that the RNIB and Camsight are added to the list as representatives of the blind and partially sighted community.</p> <p>We note that, while the majority of this item refers to future planning and work, there is already work being done to improve the condition of footways in Cambridge funded from the £20 million budget allocated in February 2021. At the same time Living Streets is continuing to identify areas that we would propose are considered for improvement. We would like to be able to input suggestion to the maintenance team while being aware that there is limited budget and capacity in any period. To that end we would seek to forge a closer working relationship in which future targets for improvement can be suggested for review and prioritisation in the light of available budgets and the proposed schedule of work.</p> <p>A potential vehicle for this was created following publication of the results of our survey ‘From risky streets to Living Streets’ earlier this year. A joint working group consisting of councillors from both City and County Councils was established but there has been no indication that it has ever met. Repeated requests for a meeting with that group have received no response, yet it seems an ideal forum through which we could collaborate on current priorities for maintenance and provide evidence to support future planning for walking provision. Wide participation across the city will help to mitigate a suspicion amongst residents that only those who are able to attract sufficient attention or have connections are able to secure funding for improvement.</p> <p>Will this committee ensure that the joint working group or some other similar group is established and is able to work directly with officers in establishing and prioritising needs. And will it request that that group work with Living Streets Cambridge to establish the evidence base that our members can assemble.</p>
			<p>Response:</p> <p><i>Camsight have been offered the opportunity to engage, and will be offered further opportunity to do so as the strategy is developed, as will the RNIB.</i></p> <p><i>The annual capital highway maintenance programme, including footways, is determined by the highway asset management team, who consider network condition data, route hierarchy and usage to form maintenance programmes. Elected Members also feed into this process via the Local Highways Officers, who also receive</i></p>

			<i>resident and customer requests. To influence the choice of schemes included going forward, it recommended this done through the Local Highways Officers, who each cover a specific area of the county. Once the annual programme is prepared, it is approval annually by this committee.</i>
4.	Question from	Item	Question
	Mark Rison	GCP Programe for the Review of Mill Road	<p>Coldham's Lane in Romsey (Cambridge) is a family orientated, community centred residential road that suffers from excessive motor traffic and has no traffic management. Given the volumes of traffic, dangerous speeding, and static jams, it is in as dire need of motor traffic reduction and promotion of active travel as neighbouring Mill Road is.</p> <p>Can the H&TC confirm that in consideration of any traffic reduction measures, Coldham's Lane in Romsey will be treated no less favourably (both in terms of timing and scope of measures) than Mill Road?</p>
			<p>Resonse:</p> <p><i>Coldham's Lane is one of the 15 Active Travel schemes being considered by GCP, aligned with their City Access Strategy</i></p>

Petitions

No .	Petition from:	Item	Petition
1.	CamCycle		<p>Please take rapid action now on dangerous junctions across Cambridgeshire and Peterborough. Immediately address all locations that have seen recent collisions and remove safety issues for people walking, cycling and using other active travel modes at junctions across the county.</p> <p>It's time to deliver on the vision for zero deaths and serious injuries in our region. It's time that no more lives were lost or families left suffering.</p> <p>We call on Cambridgeshire County Council to:</p> <p>1. Commission an immediate review of the Addenbrooke's roundabout, considering both</p>

		<p>the short-term safety considerations of the current roadworks occurring in this area and longer-term plans to make the whole junction safer, designing out conflicts between motor vehicles and vulnerable road users and giving priority to buses and emergency vehicles.</p> <p>2. Work together with other local transport authorities on an audit of junctions across the county to identify urgent improvements to make active travel safe. This audit should be based on the latest government standards on inclusive cycle infrastructure design, LTN 1/20. These standards, developed by active travel experts, should be adopted immediately by all local transport and planning authorities.</p> <p>3. Ensure that the safety of active travel users is prioritised in every junction improvement and transport scheme. All those choosing to walk, cycle and use other active modes of travel should feel safe on the region's roads and when traversing junctions.</p>
		<p>Response:</p>
		<p><i>When there is a fatal accident on the network, police forensic investigation is started immediately and is used for the relevant court process, usually either coroner's or crown court proceedings.</i></p> <p><i>The Council, under its duties in S39 of the Road Traffic Act 1988, undertakes to investigate the causes of collisions on roads it is responsible for. In the case of fatal collisions, the immediate elements of the Council's investigation will focus on the highway environment and any defects or factors that may require immediate attention. Previous collision history of the site is also reviewed, and a report is compiled. The process allows us to understand the causes of the accident in more detail and consider any necessary remedial action.</i></p> <ol style="list-style-type: none"> <i>1. The above process is underway for Addenbrookes. The Greater Cambridge Partnership is seeking to explore active travel improvements for the A1134 North-South (Perne Road, Mowbray Road and Fendon Road), including considering how a scheme could improve provision for cyclists at the Addenbrooke's roundabout.</i> <i>2. The Active Travel Strategy (separate item on December Agenda) will consider safety for NMUs in the County</i> <i>3. Safety is and will remain a vital consideration of junction design. LTN 120 provides key guidance in terms of safe design.</i>

No	Petition from:	Item	Petition:
2.	CamCycle		<p>We, the undersigned, petition the Cambridgeshire County Council and the Highways and Transport committee to:</p> <ol style="list-style-type: none"> 1. Stop the currently proposed scheme for the junction of Windsor Road, Oxford Road and the active travel route from Warwick Road, on the grounds that it would force pedestrians and cyclists into conflict on a very narrow pavement with sharp 90-degree turns, and make the cycle route inaccessible to many people using tricycles, cargo cycles, tandem cycles, mobility scooters, disability-adapted cycles or those who are towing trailers. 2. Ensure that the currently proposed scheme is replaced by one that is in full compliance with Local Transport Note (LTN) 1/20 and therefore is fully accessible to people of all ages and abilities. <p>We have become aware that the most recent design proposal (dated 1 November) for the junction of Windsor Road, Oxford Road and the active travel route from Warwick Road includes the removal of the existing dropped kerb for access into the active travel route, and instead replaces it with a long stretch of wooden fencing. That would force people cycling onto the pavement until they reach a narrow pedestrian crossing of Windsor Road, which is unsuitable for cycling. The sharp turns and narrow spaces would render this route effectively unusable for many people who currently use it, especially for parents who take their kids on cycles to the Mayfield School and Under Fives Roundabout Pre-school.</p> <p>The government has published a cycling design manual called LTN 1/20. This manual sets out how to design cycle infrastructure that is inclusive, accessible and therefore safe. For example, in paragraph 5.6.3 it states: <i>'Deliberately restricting space, introducing staggered barriers or blind bends to slow cyclists is likely to increase the potential for user conflict and may prevent access for larger cycles and disabled people and so should not be used.'</i></p> <p>Cambridgeshire County Council and Cambridge City Council have policies which stipulate that changes to streets or footways must improve both for walking and cycling. This scheme does neither. Therefore we ask the committee to step in and ensure that the scheme is replaced by an LTN 1/20 compliant scheme in accordance with best practice.</p>

			This petition is supported by Camcycle. Please see our website for more information: www.camcycle.org.uk/windsor-road
			Response:
			<i>The scheme is currently being safety audited, and the proposed design is being reviewed by officers before proceeding further. Any design changes will be shared with CamCycle, and also the locally elected member for comment and review before starting construction on site.</i>

Statement for Highways and Transport Committee 7 December 2021, item 9 - Ely Area Capacity Enhancement Study

from Cllr Anna Bradnam, County Councillor for Waterbeach Division.

I welcome the move to improve capacity on the Ely line, to encourage a shift from private to public transport and from freight on the highway to freight on rail.

Bottisham Road/Bannold Road crossing – upgrade from half barrier to full barrier.

- a. I note that this will affect residents in the 39 dwellings to the east of the crossing, whose only vehicular access will be via this crossing if Burgess Drove crossing is closed to traffic.
- b. Downtime will increase with a full barrier. The more unreasonable the downtime appears to be, the more risk-taking behaviours will be encouraged.
- c. **The number of pedestrians using the Bottisham Road/Bannold Road crossing is very high, especially at weekends. Please widen the crossing slightly so pedestrians can cross the railway safely on a path beside vehicles, rather than in the main carriageway.**

Burgess Drove Crossing – Option 1 “Remove vehicle crossing rights but retain access for pedestrians and cyclists. Vehicle users would be diverted to Bannold Road level crossing which would add 1.4km to a journey using available routes. The road surface of Burgess Drove would be upgraded for vehicle use.”

1) Vehicular access

- a. If Burgess Drove crossing is closed to vehicular traffic, Network Rail have undertaken to upgrade Burgess Drove (track) to adoptable standards. This would provide alternative access for the residents at Hall Crest Farm and 1 Burgess Drove just west of the crossing and improve access for The Cottage, towards the north end of Burgess Drove. This track is currently very badly and deeply potholed, to such an extent that it is impassable to all but 4WD and agricultural traffic during winter.
- b. One of the resident/businesses objects strongly to closure for numerous reasons including loss of proximity and accessibility to the village and potential loss of business. The other business does not object.
- c. **If Option 1 is followed, Burgess Drove crossing closed to vehicles and Burgess Drove (the road) improved, then can I strongly suggest you consider closing the crossing to vehicles in such a way that it can in fact be opened to vehicles in an emergency. So, if Bottisham Road/ Bannold Road were to be closed for overnight works (which happens once or twice a year) there would, by definition, be no trains on the line. At that time therefore it would be useful to enable residents on the east side, access across the line at Burgess Drove, to be opened at Network Rail’s discretion. This would provide the emergency access that does not practically exist at present.**

2) Long term viability of the upgraded Burgess Drove for residents at southern end and potential long-term costs to County Council

- a. **Ditches** - I understand the upgraded track would be single track road with passing places. I am extremely concerned that the ditches on either side will be maintained as open ditches and not covered over to provide width for passing places. This catchment

drains into the Award Drain at Bannold Drove which is pumped into the River Cam at Bottisham Locks. It is essential that these ditches can be maintained and kept clear.

- b. **Long-term maintenance** - Even if initially built to adoptable standards, the cost of maintenance would fall to the County Council in perpetuity. The Drove runs across peat and the area floods in winter, so establishing a road to adoptable standard would be one thing but long-term maintenance would be entirely different kettle of fish. Note the platform extension at Waterbeach Railway Station had to be on a floating pontoon system, because the peat is so unstable.
- c. **Isolation and Safety** - For residents at the southern end this would be their only vehicular access and yet it would be a single track with passing places, running between ditches, with no barrier between the carriageway and those ditches, prone to ice in winter, very remote and dark (unless lit). I am concerned about the safety of this road.
- d. **Initial and ongoing costs** - If Burgess Drove was the only access for the residents near the Burgess Drove crossing – the Drove would have to be on a massively improved sub-base all along this northbound stretch, with street lighting. If permitted it would be reassuring to see crash barriers to stop vehicles sliding into the steep drainage ditches on either side. I suspect this would cost NR millions to build and subsequently would cost the County Council millions over the years to maintain it.

Option 2: Close Burgess Drove Level crossing. All road users would be diverted to the Bannold Road crossing. For pedestrians and cyclists this would add a 600 metre journey to cross the railway, with vehicles following the 1.4km diversion as in Option 1. The road surface of Burgess Drove (east of the crossing) would be upgraded for vehicle use. The footpath to Waterbeach would be upgraded to cater for pedestrians and cyclists and would provide a new route to the east side of Burgess Drove level crossing

- a. I object strongly to Option 2. Closure of the crossing to all users would be completely unacceptable to the residents on both sides of the crossing.
- b. The diversion route for vehicles attracts the same concerns as listed above.
- c. This route is a historic walking route from the village, giving access to the river.
- d. The diversion route for pedestrians and cyclists via Station Road level crossing and along the eastern side of the railway – adding 600m to the journey – is impractically long and inconvenient, even for a leisure user. This would prompt all those who currently walk to their allotment, to go by car. Network Rail would be encouraging modal shift in the wrong direction if they did this – away from active travel and to use of vehicles. This would be highly undesirable when we are mindful of climate change.

3) Instead of closing to vehicles, the reasons to upgrade the crossing at Burgess Drove to make it safer.

- a. Please give serious consideration to maintaining a vehicular crossing, with an upgrade to electric barriers. There are already lights at the crossing, which indicate when it is safe to cross. There is already a light at Burgess Drove which warns if it is safe to cross or not. Visibility is excellent as the line is straight here. It is close to the current railway station so trains can be seen easily and most are moving relatively slowly. Even if the railway station moves, trains would presumably need to be at modest speed because of the level crossing at Station Road, Waterbeach.
- b. I note the residents of 1 Burgess Drove have made a careful analysis of the proposals for crossings to the north. They point out that at other crossings numerous different options have been considered including upgraded barriers, a viaduct footbridge, a bypass and

upgraded barriers. Burgess Drove appears to be the only crossing where these positive solutions have not been considered and only closure to vehicles or complete closure have been proposed. I believe it to be the only crossing where the alternative vehicular route is a 2km diversion.

- c. There are about 70-80 allotments on the east side of the crossing, with holders travelling by car to carry tools, materials, fertiliser and produce. Allotment holders object strongly to the closure of the crossing for this reason. Many purchased homes in Burgess Road and Rosemary Road precisely because they looked forward to renting and managing an allotment just over the crossing.

If you do decide to close the Burgess Drove crossing to vehicles, I urge you to recognise:

4) The importance of maintaining the Public Right of Way for pedestrian, equestrians and NMUs

- a. **Importance of pedestrian access to local businesses** – The owners of Doggy Day Care at 1 Burgess Drove say that about 1/3 of their business, so 3 out of 10 dogs they look after every day come by car but they currently park west of crossing and walk over. The remaining customers walk their dogs to the business. The residents purchased the house and set up this business precisely because it offered a quiet location away from residential neighbours and with instant access to the countryside. They doubt that customers would walk or even drive the 4 km there and back if the crossing were to be closed completely. I support the establishment of a turning head west of the crossing to allow safe turning.
- b. **Importance of pedestrian access to current residents** – The residents of 1 Burgess Drove have explained eloquently how isolated their home would become in winter (even if the Drove were made up). They fear ice and snow would make the Drove impassable and serving so few residents, they doubt it would be gritted or given any priority at all in terms of repairs or maintenance. They could be effectively cut off. Whereas currently they can walk over the crossing to take part in activities in the village, if the crossing were to be closed to pedestrians, they would have to drive up the Drove (see above) to Bannold Road (2km each way) just to get to the heart of the village (0.5 km away).
- c. **Importance of pedestrian access to allotment holders** - allotment holders object strongly to any change in the crossing and particularly Option 2 closure to vehicles. Since the only other option offered is Option 1, they would support that to retain pedestrian access. At least with pedestrian access they could take tools and bring back produce in a wheelbarrow.
- d. **Importance of access to pedestrians, equestrians, runners, non-motorised users - equestrian businesses have fields on the west side of the crossing and regularly use the crossing to access the countryside to the east. The route across the crossing is used by numerous walkers, dog-walkers, runners and cyclists every day of the week. If you choose Option 1 and retain pedestrian access, I would strongly support the County Council's request that you upgrade the crossing to make it safe and suitable for equestrians and NMUs, with sufficient refuges in either side where horses can wait on a level surface, set back from the line.**

Cllr Anna Bradnam

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 14th January 2022 captures the actions on service actions within the remit of this Committee including that are still ongoing on going from the former Highways and Community Infrastructure Committee. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018

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

Minutes of Highways and Transport Committee 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.	<p>After the request from Cllr King at the November 2021 committee, it was agreed that a briefing would be circulated to local Members, which was undertaken on the 24 November 2021</p> <p>It was agreed further that Members would be kept informed of ongoing progress.</p>	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 "Commutated Sum Policy", to be shared with Members of the committee prior to a formal consultation process	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	A Public Rights Of Way & Non Motorised User Routes Design Guide committee report has been prepared for committee on 7 December 2021	Closed

6.	King's Parade	Sonia Hansen	<ul style="list-style-type: none"> • A strategic visitor/anti-terror plan including St John's / Market Square needs to be provided to the Committee • A refreshed consultation on the barrier over and above the 21 days ideally 60 days • A revised design for the barrier in keeping with the King's Parade environment • Improved cycling safety and accessibility, and disabled access • An amended permanent order to take these changes into account by the end of 2021 • An SLA entered into and signed by the Chief Inspector • Officers would work with CamCycle and Cambridge City Council in partnership • The police risk assessment would be provided to the Committee • The County safety audit would be provided to the Committee 	<p>A confidential briefing was provided to Members by the Police and a report is on the agenda to be presented to the November meeting of the Committee.</p> <p>25.11.21 The Police Counter Terrorism Security Advisor is carrying out a wider review of the area.</p> <p>14.1.22 Awaiting report back from police with outcome of review of wider area in Cambridge</p>	
8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	David Allatt	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at	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	Training was provided to Members on 15 September 2021 in a 2 hour Teams seminar. Following Member scoring panels scheduled during January and February 2022, an LHI reports will be brought to the April 2022 committee which will include the prioritised schemes for 2022/23. The committee report will include details on the end-to -end LHI process to enable an improved understanding of the project lifecycle for LHIs.	Ongoing
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Minutes of Highways and Transport Committee 7th December 2021

57.	Finance Monitoring Report	Steve Cox	Requested a confidential briefing regarding the Guided Busway and the ongoing dispute with Bam Nutall	Suitable dates are being sought and an invite will be circulated shortly	Ongoing
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57.	Finance Monitoring Report	Josh Rutherford	Requested that Local Highway Improvement (LHI) alignments within Cambridge City be reviewed as there appeared to be some anomalies.	Passed to the relevant team for review and amendment if required	Completed
57.	Finance Monitoring Report	Dem Services	Ensure that the reference to Sutton Road is amended correctly		Complete

Parking Enforcement & Permits System

- To: Highways and Transport Committee
- Meeting Date: 25th January 2022
- From: Steve Cox - Executive Director, Place and Economy
- Electoral division(s): Cambridge City, South Cambridgeshire District and potentially Fenland District
- Key decision: Yes
- Forward Plan ref: 2022/013
- Outcome: To consider authorising to procure a Parking Information Technology (IT) system and delegate the authority to award the contract following a full procurement process.
- Recommendation: The Highways and Transport Committee is recommended to:
- a) Authorise Cambridgeshire County Council (CCC) to commence the procurement for the IT contract for Civil Parking Enforcement (CPE) and Parking Permit System for a term of two years from June 2022 with an option to extend for two years, through the Eastern Shires Purchasing Organisation: and
 - b) Delegate the authority to the Executive Director, Place & Economy, in consultation with the Chair of the Highways and Transport Committee, to appoint contractors following a competitive process and complete all necessary contractual documents in accordance with Council Procedures.

Officer contact:

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

Member contacts:

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

1. Background

- 1.1 The current Information Technology contract for Civil Parking Enforcement was awarded to Conduent Parking Enforcement Solutions Limited in 2018 and runs out 2022. This facilitates the full process of issuing a Penalty Charge Notice and Permits systems.
- 1.2 All costs will be met by income recovered from Penalty Charge Notice and Permits. These systems facilitate the Authority's objectives to keep Cambridge moving and support the use of public transport and enforce restrictions.

2. Main Issues

- 2.1 The service provides the enforcement of on-street regulations as well as the enforcement of the City Council's off street car parks (where agreed), and bus lane/gate enforcement via cameras. A key aim of the procurement is to ensure we have an effective system which can manage the introduction of the Traffic Management Act 2004 (TMA), Part 6 (further powers to enforce moving traffic offences) and allows us to develop processes for environmental charging.
- 2.2 There are also other costs involved in providing parking services such as in-house staff, client costs and infrastructure costs. These costs are covered from the income generated by the Council's parking services.
- 2.3 The objectives of Civil Parking Enforcement are to manage parking to:
 - reduce congestion, keep traffic flowing and keep Cambridgeshire moving
 - support the use and expansion of Park & Ride
 - ensure the priority of Public Transport by managing bus lanes and bus gates
 - reduces delays for emergency services
 - support Business and the Communities by addressing inappropriate parking
 - encourages correct, sensible, and safe parking
 - improve compliance with parking restrictions
 - ensure designated parking spaces are used only by those they are intended for

 - improves air quality, health, and the general environment
 - r
- 2.4 A competition will be undertaken using Eastern Shires Purchasing Organisation (ESPO) Framework 509 (Parking Management Solutions Lot 4: Civil Enforcement Solutions). This framework is already compliant with all EU/UK procurement legislation and the procurement work has already been undertaken, so there is no need to run a full Official Journal of the European union (OJEU tender). Suppliers listed on the framework were assessed during the procurement process for their financial stability, track record, experience, and technical & professional ability, before being awarded a place on the framework.

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:

- Management of parking is essential in order to reduce congestion and keep the County moving which contribute towards a growing economy.

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
- 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

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

- 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 implications identified by officers:

- All works to be completed by Council Parking officers with support of legal and procurement officers.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- All works to be completed by Council Parking officers with support of legal and procurement officers adhering to Council procurement requirements.

4.3 Statutory, Legal and Risk Implications

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

A failure to renew the enforcement contract carries the following risks:

- Failure to adequately manage parking enforcement will increase congestion and undermine road safety.
- Failure to adequately manage parking enforcement will undermine demand management and modal shift strategies.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

There are no significant implications for this priority.

4.6 Localism and Local Member Involvement

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

- Government seeks a partnership approach to Civil Parking Enforcement with Districts working with Counties to provide a joined-up parking enforcement service. The new contract will provide the opportunity of future expansion of Civil Parking Enforcement to other Districts, with the opportunity for partnership working, where this is agreed.

4.7 Public Health Implications

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

- The proposed system will help and support the effective management and impact on reducing congestion and improving air quality.

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: Civil Parking Enforcement local authorities 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 LGSS 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?

No

Name of Officer:

Have any engagement and communication implications been cleared by Communications?

No

Name of Officer:

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

- Eastern Shire Purchasing Organisation Framework 509 (Parking Management Solutions Lot 4: Civil Enforcement Solutions).
- Traffic Management Act Enforcement Manual

5.2 Location

[Parking Management Solutions \(espo.org\)](http://espo.org)

[County TMA Enforcement Manual May 2015 \(cambridgeshire.gov.uk\)](http://cambridgeshire.gov.uk)

Highway Capital Maintenance Programme 2021-22 Schemes over £500,000

To: Highways & Transport Committee

Meeting Date: 25 January 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/020

Outcome: To deliver a series of Highway Maintenance Schemes from the 21/22 capital programme that exceed £500,000 each in value.

Recommendation: Committee is asked to:

- a) approve the procurement of 7 schemes for commissioning and delivery as set out in table 1.
- b) To delegate the contract award decision to Executive Director in consultation with Chair and Vice Chair of the Highways and Transport Committee

Officer contact:

Name: Jon Munslow
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Member contacts:

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

1. Background

- 1.1 A number of schemes within the Highway Capital Maintenance Programme exceed the £500k key decision threshold.
- 1.2 The Highway Capital Maintenance Programme was approved on 9 March 2021 as part of the Highways Operational Standards (HOS) Annual Review Paper 2021.
- 1.3 The schemes require Committee approval in order for officers to progress their delivery.

2. Main Issues

- 2.1 The schemes requiring committee approval are;

Table 1 –Highway Capital Maintenance Programme over £500k threshold

Location	Street	Works	Value
Haddenham	Hillrow Causeway	Carriageway reconstruction – <i>EHF3 Package Cr</i>	£600,000
Littleport	Mildenhall Road	Carriageway reconstruction – <i>EHF3 Package & Spend profile now around 50% of this only in 21/22 as previously highlighted to finance committee £50,000</i>	£902,000
Manea	Wimblington Road	Carriageway recon/recycle - Milestone	£640,000
Wisbech	Cromwell Road	Carriageway resurfacing – <i>Contribution in part (£250k roughly, from two developer contributions as S278 bonds called in).Milestone</i>	£679,463
Yaxely	Hod Fen Drove	Carriageway reconstruction - Phase 2 - <i>EHF3 Package</i>	£523,000
Ramsey Mereside	Oilmills Road	Carriageway reconstruction - Various sections - <i>EHF3 Package</i>	£646,000
A505 Duxford	Royston Road	Replace Safety Fencing – Milestone	£920000

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
Delivery of the schemes will improve highways infrastructure contributing to a better public realm.
- 3.2 A good quality of life for everyone
Well maintained highways infrastructure supports the daily activities of residents, businesses and communities.
- 3.3 Helping our children learn, develop and live life to the full
There are no significant implications for this priority See wording under 3.1 above.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
A well-maintained highway network supports connectivity and road safety.
- 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
Budgets are confirmed to fund all of these schemes.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
Committee approval is required to ensure compliance with the Council's Contract Procedure Rules. Engagement of delivery partners will be through existing contracts and frameworks.
- 4.3 Statutory, Legal and Risk Implications
Use of existing contracts and frameworks for contractor engagement reduces risk to the council of under taking these schemes.
- 4.4 Equality and Diversity Implications
There are no significant implications within this category. An equality impact screening was undertaken for the Highway Capital Maintenance Programme policy.
- 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

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: Not applicable

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: Maintaining existing roads does not contribute to low carbon transport, however, ensuring roads are well maintained allows roads to continue to be used by vehicles including EV. On balance this is neutral.

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

Positive/neutral/negative Status: Not applicable

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Not applicable

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Not applicable

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Not applicable

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: Maintaining roads is important for a resilient community to ensure services can function and people can move freely. That said, maintaining roads does not improve people's ability to cope with climate change. On balance this is neutral.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS 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 or No

Name of Officer: Jon Munslow

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: Alex Mueller / Emily Bolton

5. Source documents guidance

5.1 Source documents

[Contract Procedure Rules - Cambridgeshire County Council.](#)

[Financial Regulations – Cambridgeshire County Council.](#)

Winter Service Vehicle Fleet Procurement

To: Highways and Transport Committee

Meeting Date: 25 January 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/038

Outcome: To procure the new Winter Service Vehicle Fleet.

Recommendation: To award the contract for the new Winter Service Vehicle Fleet following the completion of the procurement process.

Officer contact:

Name: Jon Clarke
Post: Highway Maintenance Manager
Email: Jonathan.clarke@cambridgeshire.gov.uk
Tel: 07775674297

Member contacts:

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

1. Background

- 1.1 Cambridgeshire County Council 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 To deliver this duty the Council through its Highways Term Services partner, Milestone Infrastructure Services LTD, carries out precautionary salting of a specified network of roads throughout the County.
- 1.3 Cambridgeshire County Council provides and maintains the specialist vehicle fleet for salting purposes. The cost of this fleet is a major cost component of the Winter Service.
- 1.4 To provide the Winter Vehicle Fleet the council currently leases 37 specialist vehicles from supplier ECON Engineering Ltd. The current 7 year lease agreement ends in May 2022.
- 1.5 A procurement process has been carried to seek a lease hire supplier for the next 6 years until June 2028.
- 1.6 The length of lease chosen is to ensure that there is over lap with the end of the Highways Term Services contract. The overlap provides resilience for the winter service should it be needed to ensure service provision as a new Highways Term Services Provider establishes its operations.
- 1.7 The procurement process was carried out between September and December 2021 following a market engagement event in June.
- 1.8 The lease contract duration is to be 6 years with an option to extend for a further year.
- 1.9 The lease cost will be £1,095,770 per year giving a total of £6,574,620 over the six year contract period. The cost per year for the old vehicles was £844,632
- 1.10 The cost of the winter fleet this time round has increased by £251,138 or £6,788 per vehicle per year.
- 1.11 For The increased cost will need to be covered within the overall highways maintenance budgets through service improvement efficiencies.
- 1.12 The whole Winter Service costs in the region of £2.75million per year of which around 40% is the Winter Fleet cost.

2. Main Issues

- 2.1 The council has followed its appropriate procurement process for contracts of this financial scale.
- 2.2 The procurement process resulted in 2 tenderers whose submissions have been assessed and a preferred tenderer chosen.

- 2.3 Evaluation of the Tenders is by a 40/60 cost/quality to ensure a balance of price and quality of product and service is achieved.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
A safe to use highway network is essential to the daily activities of our communities, businesses and residents.
- 3.2 A good quality of life for everyone
A safe highway network supports during the winter season enables safe movement between and within communities.
- 3.3 Helping our children learn, develop and live life to the full
The winter salting routes incorporate routes to schools and colleges.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
The Highways Winter Service ensures key road transport corridors remain accessible and open avoiding disruption and congestion due to weather.
- 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. This budget includes the Fleet lease costs. Additional budget to cover the increased cost will need to be identified through re-allocation of existing budgets, exploring efficiency improvements in the Winter service or through next year's Business Planning Process.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
The council's procurement rules and process have been adhered to throughout.
- 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.

The Council follows industry good practise and National guidance *Well Maintained Highways* in its planning and delivery of the highways winter service

4.4 Equality and Diversity Implications

A robust Winter Service ensures that the priority highway network is available for all to use during periods of adverse weather.

4.5 Engagement and Communications Implications

There are no significant implications for this priority.

4.6 Localism and Local Member Involvement

There are no significant implications for this priority.

4.7 Public Health Implications

There are no significant implications for this priority.

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

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Positive

Explanation: New vehicles are more fuel efficient and will contribute to the reduction of carbon within the highways service.

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: New vehicles are more efficient and produce less emissions than the fleet being replaced.

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 new fleet provides 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 LGSS 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: 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

Winter Maintenance Handbook
<https://www.theihe.org/wp-content/uploads/2019/03/Winter-maintenance-IHE-handbook-FINAL.pdf>

Well Managed Highways
[31891 tso DfT wm highways \(ciht.org.uk\)](https://www.ciht.org.uk)

APPENDIX 2 – GUIDANCE AND CHECKLIST FOR IMPLICATIONS

Report authors should decide whether in each category there are no, some or significant implications, considering each of the prompt questions. A commentary need only be included within the report where there are significant implications. Report authors will need to clear each implication category with the relevant Team. They may wish to this before the drafting a report particularly if the issue is contentious.

A working definition of “significant” is where the broader implications of a proposal are so evident /substantial that they need to be taken into consideration when Members are making a decision on the proposal.

All headings (in bold below) should be included. However, if the implications have been referenced earlier in the report, the detail does not need to be repeated – just a reference made to the relevant text.

<p>Resource Implications</p>	<ul style="list-style-type: none"> • What are the capital and revenue costs? • What is the availability of current and future budget provision? • Is the organisation delivering value for money? • Is the best placed organisation delivering this service? • What are the implications for our property assets? • What are the implications for Information and Communications Technologies (ICT) and data ownership? • What are the impacts on human resources – employees’ Terms & Conditions, work location, staffing levels, industrial relations, Human Resources (HR) policies and if so has advice on the report been sought? • Are resources being used in a sustainable way, with regard to carbon dioxide (CO₂) emissions, climate change adaptation/mitigation, and long-term impact on environment? • Have we considered and are we in line with best practice? • Is our performance as an authority or partnership impacted?
<p>Procurement/ Contractual/ Council Contract Procedure Rules Implications</p>	<ul style="list-style-type: none"> • Have you evidenced compliance with the Council’s Contract Procedures Rules? • Have you identified where you are seeking Committee to approve an exemption from the Contract Procedure Rules and detailed the risks and mitigations? • Have you identified any EU or UK legislative risks associated with the exemption process such as non-compliance with the Public Contract Regulations Act 2015, transparency and open competition? • Have you identified the procurement or contractual risks associated with a contract? • Has the contract/procurement been subjected to the Council’s Commercial Board? • This includes re-procurement
<p>Statutory, Legal and Risk Implications</p>	<ul style="list-style-type: none"> • Did the proposal originate as a result of statute? • What is the relevant statutory guidance? • Are there any legal implications? • Are there any reputational implications? • What are the key risks and how might they be managed? • Are there any community safety implications? • Are there any health and safety implications? • Are there any human rights implications? Please consult with the Legal Team for advice on completing this section?

Equality and Diversity Implications	<p>The completion of this paragraph should include the need to have due regard to the Council's equalities duties under the Equality Act 2010. Where you are recommending changes that impact on a community, a community impact assessment needs to be carried out).</p> <ul style="list-style-type: none"> • How would the proposal affect access to services by the full range of communities in Cambridgeshire? • What are the implications for fairness, equality and diversity, within the workforce as well as for customers? • Have you had due regard to the Council's Equalities duties under the Equality Act 2010? • Have you carried out a Community (Equality) Impact Assessment? If so, this should be attached as an Appendix to this report and reference made to it in the report and recommendations. If not, the report should explain why this is not necessary. • Guidance on carrying out a Community Impact Assessment is available on Camweb
Engagement and Consultation	<ul style="list-style-type: none"> • Has there been community engagement / public consultation and if so, what were the results? • Has discussion on the proposals taken place across directorates and with other relevant councils / agencies? • What are the implications for engagement with voluntary/community sector? • Have affected employees been consulted? • Have local Members been consulted and their views taken into consideration? • Where you are recommending changes that impact on a community, has a Community Impact Assessment (incorporating requirements under the Equality Act) been carried out incorporating feedback from community engagement where appropriate? (see link above)
Localism and Local Member Involvement	<ul style="list-style-type: none"> • Does the proposal empower communities to do more for themselves? • How will the proposal harness the energy of local communities to work with the County Council? • Does the proposal involve devolving decision-making and delivery to a more local level? • Have you fully informed Local Members about matters affecting their divisions during the formative stages of policy development and discussion at informal meetings, as required by Part 5.3 – Member/Officer Relations of the Council's Constitution?
Public Health	<ul style="list-style-type: none"> • Will the proposal have an impact on the health of Cambridgeshire residents? • Will the proposal support improving the health of the worst off fastest? • Will the proposal impact on a key health and wellbeing need identified in the Cambridgeshire Joint Strategic Needs Assessment (JSNA) • How does the proposal ensure that public health preventative measures for COVID-19 are being adhered to. • What national guidance on COVID-19 is relevant to this proposal. All national guidance can be reviewed at the following link: https://www.gov.uk/coronavirus <p>The suite of Cambridgeshire JSNA documents are available on the Council website at the following link: http://www.cambridgeshireinsight.org.uk/jsna Please consult with the Public Health Team for advice on completing this section. Contact number: 01223 699689.</p>

Environment and Climate Change	<p>Answering the below questions will help indicate the positive/neutral/negative status of the Environment and Climate Change implications. Where the answer is “yes” the section response is “positive”.</p> <p>Energy efficient, low carbon buildings:</p> <ul style="list-style-type: none"> • Will the proposal decrease energy use for the council and/or communities? • Will the proposal lead to a switch to low-carbon energy supply, including renewables? <p>Low Carbon Transport:</p> <ul style="list-style-type: none"> • Will the proposal decrease use/reliance on the private car? • Will the proposal encourage use of cleaner modes of transport? Eg. EV, cycling, walking. • Will the proposal increase use of public transport? <p>Green spaces, peatland, afforestation, habitats and land management:</p> <ul style="list-style-type: none"> • Will the proposal encourage, incorporate or implement tree planting? • Will the proposal prevent or minimise tree removal? • Will the proposal create, enhance or reduce damage to green space or natural habitats? • Will the proposal improve the accessibility of green space or nature? • Will the proposal lead to the improvement of peatland condition or extent? E.g. sustainable agriculture, restoration <p>Waste Management and Tackling Plastic Pollution:</p> <ul style="list-style-type: none"> • Will the proposal reduce waste generated by the council and/or residents, increase recycling, or encourage use of sustainable materials? • Will the proposal reduce rubbish and waste, especially plastics, or reduce emissions from landfill? <p>Water use, availability and management:</p> <ul style="list-style-type: none"> • Will the proposal lead to reduced risk of flooding? • Will the proposal promote and/or implement nature-based solutions to climate change (e.g balancing ponds, Sustainable Drainage solutions, tree planting etc) to manage the effects of climate change? E.g. Flood risk or heatwaves. • Will the proposal help minimise use and wastage of water at the council and/or for communities, or help secure water supplies for the future? <p>Air Pollution:</p> <ul style="list-style-type: none"> • Will the proposal lead to a reduction in air pollution or an improvement in air quality? <p>Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change:</p> <ul style="list-style-type: none"> • Will the proposal lead to our services having greater ability to cope with the effects of climate change? E.g. flooding or heatwaves • Will vulnerable people better cope with climate change? <p>See the Climate Change and Environment strategy here for further information on the Council’s climate priorities. Contact the Climate Change Officer if you encounter any issues in completing these implications: mlei@cambridgeshire.gov.uk.</p>
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WHETHER A REPORT SHOULD BE PRIVATE AND CONFIDENTIAL

There has to be strong justification given as to why it is not in the public interest for a report to be in the public section of the agenda. When agreeing to exclude the press and public, a Committee has to consider whether the public interest of withholding a report from publication outweighs the public interest in disclosing the information.

Paragraph 11 of the Access to Information Rules (Constitution Part 4.2) lists the circumstances under which the Local Government Act 1972 allows exclusion of the press and public. These cover:

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

If the report does include information that falls into the above categories, where possible, if it is not vital information that the Committee requires to make its decision, the information should be omitted from the body of the report (or only included as a confidential appendix) so that the report can be considered in public.

The Monitoring Officer must be consulted if the whole report needs to be treated as confidential.

The following heading and wording should be added as a header so it appears on every page of the report

NOT FOR PUBLICATION *This document contains exempt information under Paragraph [insert here the relevant number(s) from the list above] of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and it would not be in the public interest for this information to be disclosed (information relating to [add here the relevant text from the relevant number(s) above])*

Under the Local Government Act, some information **must** be treated as confidential, and the press and public **must** be excluded. This applies to information given to the Council by a Government Department on terms which forbid its public disclosure or information which cannot be publicly disclosed by or under any enactment or by the order of a court.

20 mph Schemes

To: Highways and Transport Committee

Meeting Date: 25 January 2022

From: Steve Cox Executive Director

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: The committee is asked to agree the process associated with 20mph investment.

Recommendation: The committee is asked to

- (i) Approve the establishment of a separate 20mph fund and associated process
- (ii) Agree the prioritisation parameters attached at Appendix 1
- (iii) Agree the establishment of a cross-party Member working group on 20mph schemes

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager
Email: Sonia.Hansen@cambridgeshire.gov.uk
Tel: 07557812777

Member contacts:

Names: Councillor Peter McDonald
Post: Chair
Email: peter.mcdonald@cambridgeshire.gov.uk
Tel: 07912669092

1. Background

20mph Policy

- 1.1 The Joint Administration has indicated a desire to implement more 20 mph schemes across the county.
- 1.2 The Council's current 20 MPH policy is that 20mph speed limits may be permitted at sites:
 - where the mean speed of traffic is 24mph or lower
 - where speed reduction features will achieve a mean speed no greater than 24mph
- 1.3 Seven days data from an automatic traffic counting device should be provided. Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods.
- 1.4 Implementing a speed limit requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21-day notice period. Should any objections be received then a report would go before Members for decision.

20mph Funding

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

Equipment = £2,000 - £10,000
Works = £1,500 - £5,000
Speed limit Order = £1,000
Total cost = £4,500 - £16,000

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

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

Equipment = £5,000 - £11,000
Works = £3,500 - £6,500
Traffic Regulation Order = £1,000
Road Safety Audit = £2,000
Total cost = £11,500 - £20,500

Process

- 1.6 The process for a third-party applicant to apply for a 20mph zone will broadly follow that of the existing Local Highway Improvement (LHI) as set out below. It is anticipated it will be a rolling programme for at least 3 - 5 years, with applications yearly to the agreed funding threshold available.
- 1.7 A defined application window for third parties to submit applications for funding will be opened for a period of two - three months, this will be communicated to parishes in advance, and will be separate from the LHI window.
- 1.8 The application form to be submitted will refer applicants to the weighting and scoring methodology officers will use to assess and prioritise their application. Applicants will be asked to provide any data required, such as speed surveys and vehicle counts to support their application. Some parishes will already have this data to hand via housing developer led surveys, the council may hold recent data in some cases due to LHI applications, or the Parish Councils submitting Mobile Vehicle Activated Speed (MVAS) data. Third party data collection can be undertaken directly by the applicants.
- 1.9 Once the application window has closed officers will collate the applications countywide and assess the amount of funding required for each individual project (design & build).
- 1.10 Officers will then score the applications via a prioritisation matrix. It is envisioned that officers will have the delegated authority from members to do this.
- 1.11 Officers will then identify those schemes which can be delivered for the budget available, taking into account the full cost of the scheme including the officer design and project management costs.
- 1.12 Members will be made aware of the proposed prioritised list and consider this at next available committee.
- 1.13 Applicants will subsequently be contacted whether successful or not, and officers will begin detailed design work on the successful applications in cooperation with the applicant and local member.
- 1.14 It is anticipated that the schemes would be packaged together and delivered as a rolling programme countywide to deliver efficiencies via economies of scale.

Police Position

- 1.15 Given competing priorities, it is likely that the resources available for Police enforcement of any 20 mph schemes introduced would be limited. To be effective, such schemes would need to be generally self-enforcing. 20 mph limits are therefore unsuited to streets where average traffic speeds are high (i.e. mean speeds above 24mph) and where pedestrian/cyclist movements are low (with little potential to increase).
- 1.16 A position adopted for England and Wales by ACPO (Association of Chief Police Officers) – now the NPCC (National Police Chiefs Council) with regard to these is that unless specifically agreed otherwise, police do not lend support to such unless the current mean

traffic speeds are 24mph or less OR proposals are associated with adequate calming (engineering) to render same self-enforcing and largely compliant.

- 1.17 The Department for Transport (DfT) Circular 01/2013 'Setting Local Speed Limits' gives guidance re 20's (Section 6) and in particular, at S.6.1.85 states:-

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

Impact of 20mph Zones

- 1.18 There is a difference between 20 mph limits, typically covering individual or small numbers of streets and requiring signs only, and 20 mph zones, typically covering larger areas and requiring both signs and markings. Originally, 20 mph zones required traffic calming such as road humps/chicanes, but DfT relaxed this requirement in 2011 in order to reduce costs for traffic authorities, and to avoid the opposition which physical measures can attract (e.g. potential concerns regarding damage to vehicles and increased emergency services response times).
- 1.19 The greatest impact in reducing traffic speeds is delivered by 20 mph zones featuring traffic calming, achieving a reduction in speeds of about 9mph on average. However, the majority of new schemes introduced are now signed only 20 mph limits. These are much more cost effective to implement and can avoid the local opposition which physical traffic calming measures can attract, but generally lead to much smaller reductions in traffic speeds (about 1 mph on average).
- 1.20 Evidence suggests that 20mph schemes that include traffic calming measures to encourage compliance would be expected to reduce road traffic collisions on average by 27%. Schemes with no traffic calming, which see smaller reductions in traffic speeds of around 1mph would only be expected to reduce collisions by 6%.

Next Steps

- 1.22 Discussions continue with Finance regarding the establishment of a circa. £400k fund for 20mph.
- 1.23 A paper will be brought back to Committee in July with further details on the prioritisation approach and scoring criteria. It is recommended that a cross-party member working group is established to review the current scoring criteria being proposed. The working group will also consider the minimum level of funding required from third parties when making a 20mph application. The working group can then feedback to committee on both the application and prioritisation processes.

- 1.24 It is expected that the timescales for implementation of the 20mph rolling programme will be as follows; develop approach 2022/23, design schemes 2023/24, implementation 2024/25. A draft flowchart with further information is in Appendix 2. For expediency, (whilst the 20mph application and prioritisation processes are both being agreed, and recruitment specific to the delivery of the 20mph programme is undertaken), it is recommended that any 20mph scheme identified as relatively simple to deliver, could be funded from the 20mph budget. This would only apply if an application had already been made via the 22/23 LHI process, if the scheme has been assessed by officers and the LHI member panel as deliverable, does not require further traffic calming, and would have received funding from the 22/23 LHI budget. Where this occurred within the LHI programme, the next LHI scheme on the list would be promoted in lieu of the one removed, budgets allowing.

2. Alignment with corporate priorities

2.1 Communities at the heart of everything we do

There are no significant implications for this priority.

2.2 A good quality of life for everyone

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

2.5 Protecting and caring for those who need us

There are no significant implications for this priority.

3. Significant Implications

3.1 Resource Implications

The Resource Implications are detailed within the body of the report paragraphs 1.22-1.24.

3.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

3.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

- 3.4 Equality and Diversity Implications
There are no significant implications within this category.
- 3.5 Engagement and Communications Implications
There are no significant implications within this category.
- 3.6 Localism and Local Member Involvement
There are no significant implications within this category.
- 3.7 Public Health Implications
There are no significant implications within this category.
- 3.8 Environment and Climate Change Implications on Priority Areas
- 3.8.1 Implication 1: Energy efficient, low carbon buildings.
neutral
Explanation:
- 3.8.2 Implication 2: Low carbon transport.
neutral
Explanation:
- 3.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
neutral
Explanation:
- 3.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
neutral
Explanation:
- 3.8.5 Implication 5: Water use, availability and management:
neutral:
Explanation:
- 3.8.6 Implication 6: Air Pollution.
neutral:
Explanation:
- 3.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
neutral:

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

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS 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

4. Source documents guidance

4.1 Source documents

The Department for Transport (DfT) Circular 01/2013 'Setting Local Speed Limits'

4.2 Location

[Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Appendix 1 – Prioritisation Parameters for 20mph Zones

20mph Zones – Scoring Criteria

The number of schemes which will be introduced will depend upon available funding.

20mph is appropriate for built-up areas with a depth of residential development or community space where vehicles and vulnerable road users are expected to mix and physically separated provision (e.g. off-road cycle facilities) is not possible.

In assessing community support, officers should review the views of local members, Parish councils and give weight to petitions and local residents' views.

Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

1. Current mean speeds are at or below 24 mph
2. There is a depth of residential development or community space (e.g. high street) and evidence of pedestrian and cyclist movements within the area.
3. There is a record of injury collisions (based on police collision data) within the area, over a period of the last five years.

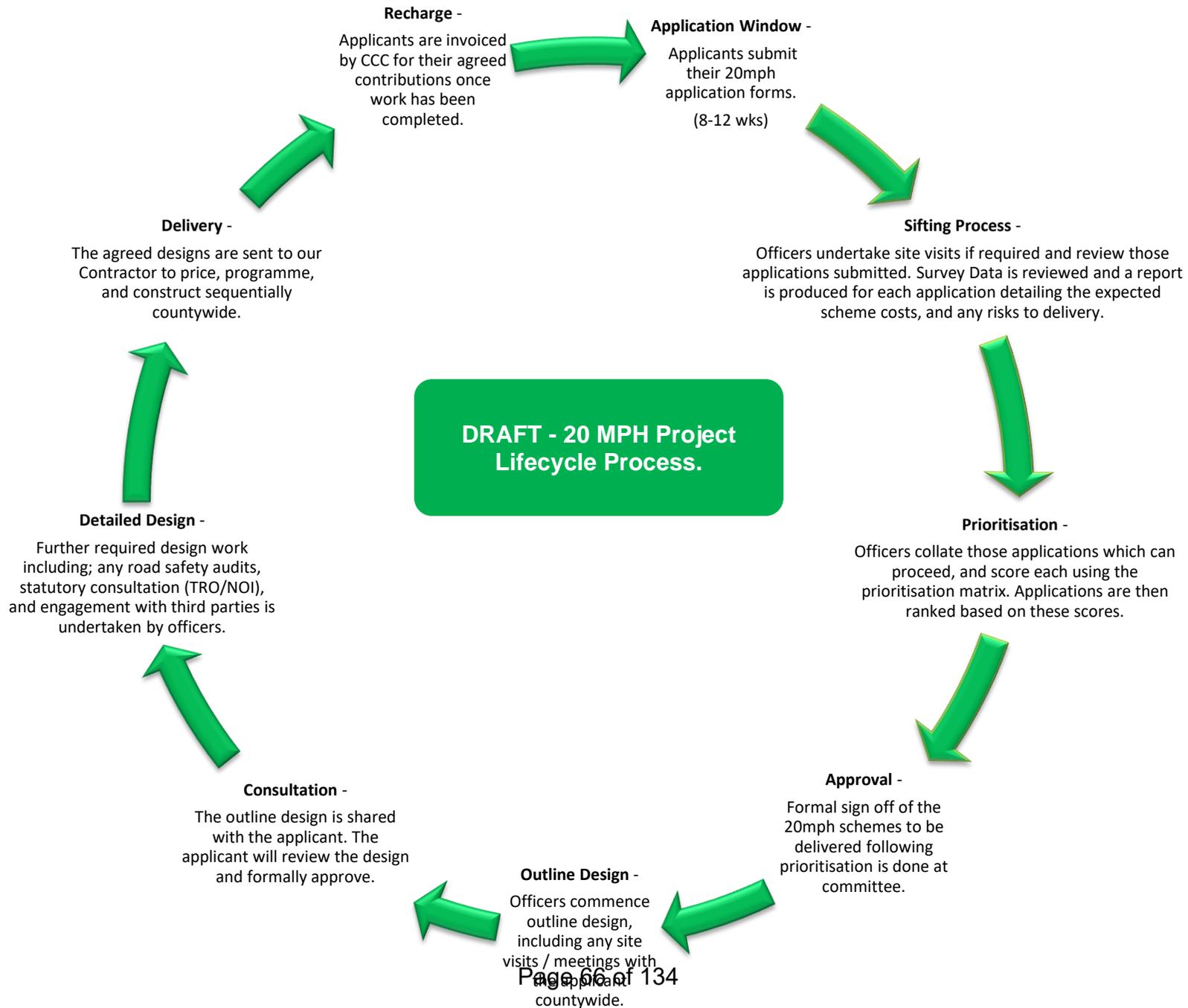
Assuming a potential scheme meets these requirements, there is a need for a mechanism to prioritise these for consideration to be funded from budgets that may be available from the Council.

The prioritisation criteria for the implementation of 20mph zones/ 20mph limits utilises a weighted point system based on the following criteria:

	Criteria
	Total population/residential properties within area
	Elderly people as a proportion of population
	Schemes which reduce number of injury collisions
	Existing recorded weekday average speed - <i>Applicants to provide us with speed data with application to demonstrate current vehicle speeds, collected over a period of seven days within the last calendar year, by some form of acceptable speed survey equipment.</i> <i>Greater amount points wise for those schemes which would qualify based on meeting the 24mph or less average - 'quick wins'</i>
	Pupil numbers within proposed 20mph area
	Evidence of Public Support e.g: Petition(s) received Speedwatch Prior LHI bids Walking buses Local campaigning

	Cost
	<p>Cycling encouragement: e.g., <i>Part of the national cycle network</i> <i>No / limited off-road cycle provision within area</i> <i>Evidence of suppressed demand for active travel</i></p>
	social amenities such as playgrounds, doctors, nurseries, where there is a demand to access?

Appendix 2 – 20mph Flowchart



Finance Monitoring Report – November 2021

To: Highways and Transport Committee

Meeting Date: 25th January 2022

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

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

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 review, note and comment upon the report,

Officer contact:

Name: Sarah Heywood
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Tel: 01223 699 714

Member contacts:

Names: Councillor Peter McDonald
Post: Chair of the Highways and Transport Committee
Email: Peter.McDonald@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 Green 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 November 2021. Place and Economy is currently forecasting a £52K overspend for year end.
- 2.2 The main material changes since last month are:-
- Streetlighting is forecasting an additional underspend of £105K
 - Highways Development Management is forecasting an additional £291K of income.
 - Parking Enforcement are forecasting a reduction of £187K of income.
- 2.3 Capital: The capital position is detailed in Appendix 6 . The material changes since last month are detailed below:-
- A1303 Swaffham Heath Road Crossroads – additional slippage of £500K due to land issues meaning the scheme won't start until early 2022/23.
 - Other cycling schemes – additional slippage of £120K due to design works and lead-in times required on some schemes
 - Countywide Surface Dressing Programme – additional slippage of £160K
 - £90m Highways Maintenance schemes – additional slippage of £437K (due to slippage on Littleport and Parsons Drove / Murrow Bank schemes)

The capital programme will continue to be monitored closely to identify and report and further changes due to supply chain issue, winter weather or road capacity limitations.

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.

Place & Economy Services

Finance Monitoring Report – November 2021

1. Summary

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Amber	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 (November) £000	Forecast Variance - Outturn (November) %
-2,694	Executive Director	3,304	594	-2,694	-82
+2,085	Highways & Transport	25,680	11,693	+2,214	+9
+534	Planning, Growth & Environment	41,880	24,446	+533	+1
0	Climate Change and Energy	147	-466	0	0
0	External Grants	-6,754	-3,253	0	0
-31	Total	64,257	33,014	+52	0

The service level budgetary control report for November 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	639
300	Park & Ride loss of Income	22
603	Traffic Management loss of income	60
310	Planning Fee loss of Income including archaeological income	137
400	Guided Busway – operator income	155
3,751	Total Expenditure	1,063

2.2 Significant Issues

Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and forecasts within the service relating to the Covid-19 virus. 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 lines. The budget to offset the loss of income arising from the financial impact of covid is £3.1m, and currently it is estimated that £0.8m is actually required and £0.3m is being used to offset the waste pressure, plus £0.4m is being used to offset the short term central costs arising from the Directorate restructuring and the interim staffing costs. It was previously assumed that any of the covid funding not required would be vired back to the corporate centre but instead now it will be retained within P&E to partly offset the Guided Busway litigation costs at the bottom line.

Guided Busway Litigation

Litigation costs relating to the Guided Busway, which are expected to be £3.2m this financial year compared to the £1.3m budget allocated. It is proposed that this pressure is covered by the funding set aside for Covid pressures which are no longer required. Costs of litigation remain in line with expectations overall, this variance represents progress of the case and alongside a case management conference scheduled this financial year.

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, and volumes are being closely monitored to see if and when they return to pre-Covid levels.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this will not be required for this specific purpose. However, this funding will instead be directed to help address the pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities. This pressure was previously estimated to be £850K in this financial year, however the requirement to obtain planning

consent will delay implementation of the works and move the majority of this budget pressure into next financial year.

As part of the annual post-year reconciliation of volumes and payments it has been identified that some of the street-sweeping waste and trade waste which passed through the waste transfer stations were incorrectly attributed to the Council and an adjustment needs to be made for previous years and there is also an impact on in-year expenditure to date (and hence also the forecast). The previous year's reconciliation amount of £460K and the in-year adjustment to the forecast, estimated to be £240K, has been transferred to waste reserves to contribute towards the revenue costs of the IED in 2022/23 and on this basis these adjustments are not shown in the forecast. This has been combined with the £850K identified above so that waste now has a £1.55M reserve to partially offset the revenue impacts of delivering the IED amendments to the Waterbeach facilities now largely expected to be in 2022/23.

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 October 2021 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
Executive Director					
420	Executive Director	190	594	420	220%
-3,114	Lost Sales, Fees & Charges Compensation	3,114	0	-3,114	-100%
-2,694	Executive Director Total	3,304	594	-2,694	-82%
Highways & Transport					
Highways Maintenance					
0	Asst Dir - Highways Maintenance	165	133	0	0%
2	Highway Maintenance	10,064	2,831	-5	0%
-66	Highways Asset Management	443	81	-85	-19%
0	Winter Maintenance	2,744	1,221	0	0%
34	Highways - Other	-613	205	34	5%
Project Delivery					
0	Asst Dir - Project Delivery	200	133	0	0%
1,945	Project Delivery	1,513	1,975	1,945	129%
-196	Street Lighting	10,594	5,408	-301	-3%
Transport, Strategy & Development					
0	Asst Director - Transport, Strategy & Development	206	155	0	0%
24	Traffic Management	-184	-261	60	32%
25	Road Safety	528	497	27	5%
2	Transport Strategy and Policy	19	216	290	1562%
-268	Highways Development Management	0	-737	-559	0%
176	Park & Ride	0	394	169	0%
452	Parking Enforcement	0	-557	639	0%
2,130	Highways & Transport Total	25,680	11,693	1,926	9%
Planning, Growth & Environment					
0	Asst Dir - Planning, Growth & Environment	90	50	0	0%
103	County Planning, Minerals & Waste	321	187	103	32%
49	Historic Environment	54	122	34	63%
61	Flood Risk Management	1,103	103	68	6%
21	Growth & Development	555	322	21	4%
300	Waste Management	39,757	23,661	306	1%
534	Planning, Growth & Environment Total	41,880	24,446	533	1%
Climate Change & Energy Service					
0	Energy Projects Director	32	-423	0	0%
0	Energy Programme Manager	115	-43	0	0%
0	Climate Change & Energy Service Total	147	-466	0	0%
-31	Total	71,012	36,267	52	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.

Executive Director

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
190	594	420	220%

The forecast overspend is due to the short term central costs arising from the Directorate restructuring and the interim staffing costs. This pressure will be covered by the funding set aside for Covid pressures, which are less than originally projected.

Lost Sales, Fees & Charges Compensation

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
3,114	0	-3,114	-100

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 are being closely monitored during the year. The level of income is currently greater than the initial assumptions and the surplus is being used to cover the costs of the Busway litigation and costs relating to the Directorate restructure.

Project Delivery

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
1,513	1,975	+1,945	+129

This forecast pressure relates to the Busway litigation costs, which are expected to be £3.2m this financial year compared to the £1.3m budget allocated. It is proposed that this pressure is covered by the funding set aside for Covid pressures which are no longer required. Costs of litigation remain in line with expectations overall, this variance represents progress of the case and alongside a case management conference scheduled this financial year.

Traffic Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-184	-261	+60	+32

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 are being 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	5,408	-301	-3

This budget is currently predicted to underspend due to savings from the PFI contract and vacancy savings in the Commissioning team. Energy inflation costs are increasing but are less than expected, resulting in a further underspend.

Transport Strategy and Policy

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
19	216	290	1562

The Strategy & Scheme development capital 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.

Use of revenue funding is now being used to cover this pressure.

Highways Development Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-737	-559	0

There is an expectation that section 106 fees will come in higher than budgeted for new developments which will lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.

Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-557	+639	0

Income is projected to be lower than the budget set due to COVID. This is projected on certain assumptions and these assumptions are being 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.

Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	394	+169	0

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions are being 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	187	+103	+32

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions are being 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	122	+34	+63

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions are being 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 %
39,757	23,661	+306	+1

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, and volumes are being closely monitored to see if and when they return to pre-Covid levels.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this will not be required for this specific purpose. However, this funding will instead be directed to help address the pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities. This pressure was previously estimated to be £850K in this financial year, however the requirement to obtain planning consent will delay implementation of the works and move the majority of this budget pressure into next financial year.

As part of the annual post-year reconciliation of volumes and payments it has been identified that some of the street-sweeping waste and trade waste which passed through the waste transfer stations were incorrectly attributed to the Council and an adjustment needs to be made for previous years and there is also an impact on in-year expenditure to date (and hence also the forecast). The previous year's reconciliation amount of £460K and the in-year adjustment to the forecast, estimated to be £240K, has been transferred to waste reserves to contribute towards the revenue costs of the IED in 2022/23 and on this basis these adjustments are not shown in the forecast. This has been combined with the £850K identified above so that waste now has a £1.55M reserve to partially offset the revenue impacts of delivering the IED amendments to the Waterbeach facilities now largely expected to be in 2022/23.

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)	-16	
Current Budget 2020/21	64,257	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 30th November 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	(3)	1,373	900	
Streetlighting - LED replacement	48	(32)	16	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	1,550	2,534	2,534	
Other earmarked reserves under £30k	89	18	107	0	
Sub total	5,184	1,533	6,717	5,176	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	3,905	(396)	3,508	0	
Other Capital Funding	3,410	(237)	3,173	0	
Sub total	7,315	(634)	6,681	0	
TOTAL	12,499	899	13,398	5,176	

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 (November) £'000	Forecast Spend – Outturn (November) £'000	Forecast Variance – Outturn (November) £'000
		Integrated Transport				
0	200	Major Scheme Development & Delivery	0	2	0	0
318	0	- S106 Northstowe Bus Only Link	318	6	7	-311
208	0	- Stuntney Cycleway	177	16	177	0
1,085	882	Local Infrastructure Improvements	1,128	506	678	-450
101	0	- Minor improvements for accessibility and Rights of Way	97	29	101	4
		Safety Schemes				
1,000	500	- A1303 Swaffham Heath Road Crossroads	980	9	80	-900
344	94	- Safety schemes under £500K	344	310	344	0
907	345	Strategy and Scheme Development work	908	554	908	0
		Delivering the Transport Strategy Aims				
2,808	901	- Highway schemes	2,846	156	1,474	-1,372
		- 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	6	6	6
400	285	- Hardwick Path Widening	305	283	283	-22
982	760	- Bar Hill to Longstanton	30	18	30	0
1,000	800	- Girton to Oakington	704	378	589	-115
16	0	- Arbury Road	12	0	12	0
1,562	0	- Papworth to Cambourne	1,335	46	1,335	0
0	0	- Wood Green to Godmanchester	0	1	1	1
150	132	- Busway to Science Park	148	0	148	0
200	0	- Fenstanton to Busway	14	29	29	15
60	0	- NMU Cycling scheme - Washpit Road	57	59	59	2
0	0	- NMU Cycling scheme - Girton Upgrades	0	0	0	0
348	0	- NMU Cycling scheme - Longstanton Bridleway	316	308	316	0
355	445	- Other Cycling schemes	475	24	68	-407
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	9	195	-920
1,249	1,142	- Countywide Retread programme	1,249	469	1,249	0
481	481	- Countywide F'Way Slurry Seal programme	481	267	481	0
989	989	- Countywide Surface Dressing programme	989	0	154	-835
956	690	- Countywide Prep patching for Surface Dressing prog	956	104	956	0
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge Cway	709	672	729	20
4,182	4,182	- Additional Surface Treatments	4,182	950	4,182	0
3,839	2,431	- Carriageway & Footway Maintenance schemes under £500k	3,850	1,715	3,360	-490
140	140	Rights of Way	140	88	175	35

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (November) £'000	Forecast Spend – Outturn (November) £'000	Forecast Variance – Outturn (November) £'000
900	568	Bridge Strengthening				
		- St Ives Flood Arches	900	48	294	-606
2,226	1,996	- Other	2,226	814	2,702	476
1,407	850	Traffic Signal Replacement	1,407	663	1,460	53
200	200	Smarter Travel Management - Int Highways Man Centre	200	72	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	26	165	0
		Highways & Transport				
		Highways Maintenance				
		£90m Highways Maintenance schemes				
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-2	-2	-2
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	745	745	107
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	771	845	-55
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	8	625	0
80,627	2,723	- Other	4,403	166	3,544	-859
		Pothole grant funding	0	0	0	0
3,074	0	- Additional Surface Treatments	3,074	2,574	2,574	-500
3,770	0	- Other	3,767	909	3,644	-123
4,000	4,000	Footways	4,000	67	4,000	0
0	0	Safer Roads Fund	10	2	10	0
		Project Delivery				
49,000	18	- Ely Crossing	58	-1,469	58	0
149,791	4,179	- Guided Busway	100	2	100	0
0	0	- Cambridge Cycling Infrastructure	0	0	0	0
1,975	0	- Fendon Road Roundabout	275	13	40	-235
350	0	- Ring Fort Path	308	15	40	-268
330	0	- Cherry Hinton Road	330	29	245	-85
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	0	0	0
33,500	10,900	- King's Dyke	12,700	5,733	12,700	0
1,098	0	- Emergency Active Fund	785	217	610	-175
2,589	0	- Lancaster Way	792	426	642	-150
150	0	- A14	0	116	0	0
3,971	4,877	- Wisbech Town Centre Access Study	1,883	1,628	1,883	0
158	0	- Spencer Drove, Soham	158	29	170	12
6,023	0	- March Future High St Fund	336	0	192	-144
8,522	0	- St Neots Future High St Fund	349	13	154	-195
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	437	10	13	-424
2,083	0	- Combined Authority Schemes	2,083	811	1,964	-119
280	0	- A505	143	2	143	0
6,795	0	- Wheatsheaf Crossroads	200	0	75	-125
		Planning, Growth & Environment				
6,634	3,188	- Waste Infrastructure	294	131	290	-4
12,000	0	- Waterbeach Waste Treatment Facilities	4,500	0	0	-4,500
680	0	- Northstowe Heritage Centre	519	69	519	0
		Climate Change & Energy Services				
1,000	0	- Energy Efficiency Fund	306	127	252	-54

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (November) £'000	Forecast Spend – Outturn (November) £'000	Forecast Variance – Outturn (November) £'000
8,998	8,835	- Swaffham Prior Community Heat Scheme	8,998	2,212	6,598	-2,400
928	0	- Alconbury Civic Hub Solar Car Ports	583	532	583	0
4,814	3,134	- St Ives Smart Energy Grid Demonstrator scheme	967	0	967	0
6,849	2,161	- Babraham Smart Energy Grid	1,409	496	1,409	0
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	236	-10	0	-236
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	0	0
24,444	22,781	- North Angle Solar Farm, Soham	21,150	4,509	21,150	0
635	550	- Fordham Renewable Energy Network Demonstrator	635	18	635	0
15,000	862	- Decarbonisation Fund	4,074	2,246	4,795	721
200	200	- Electric Vehicle chargers	200	0	200	0
500	500	- Oil Dependency Fund	500	0	65	-435
300	300	- Climate Action Fund	300	0	0	-300
157	0	- Cambridge Electric Vehicle Chargepoints	157	0	173	16
3,145	0	- School Ground Source Heat Pump Projects	3,224	72	1,943	-1,281
45,890	14,937	Connecting Cambridgeshire	14,937	1,758	6,198	-8,739
	483	Capitalisation of Interest	483	0	483	0
575,099	109,878		131,612	32,610	105,249	-26,363
	-25,237	Capital Programme variations	-25,237	0	0	25,237
	84,641	Total including Capital Programme variations	106,375	32,610	105,249	-1,126

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 (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance: Rephasing £'000
318	7	-311	-311	0	0	-311

Delays in seeking alternative construction procurement following high cost of original target price.

- Stuntney Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
177	177	0	0	0	0	0

Target Cost for Southern alignment is circa £86,000, currently forecasting to be spent Jan/March 22, pending start of works date. Proposal is to allocate the remaining budget to scheme development, linking the new footway construction to both Ely to the West and Stuntney to the East.

- Local Infrastructure Improvements

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
1,128	678	-450	-449	-1	0	-450

There are no projects which are individually material (over £100k), but there are a 46 LHI schemes which are to be delayed and carried forward to 22/23 (amounting to £449,842). Some of the project delays are on schemes which need to be safety audited, currently the turnaround is around 10-12 weeks, (usually 6-8weeks), prior to proceeding to formal consultation or target costing. Other delays to date have been due to approval times from parish councils. The delays have also been exacerbated by project team resources. For further information on specific schemes please refer to the LHI report appended to this document.

- A1303 Swaffham Heath Road Crossroads

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
980	80	-900	-400	-500	0	-900

Construction isn't expected to begin until early 22/23 and is subject to ongoing land negotiation.

- Strategy and Scheme Development work

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
908	908	0	+287	-287	0	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. Use of revenue funding is now being used to cover this pressure.

- Delivering the Transport Strategy Aims – Highway Schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
2,846	1,474	-1,372	-1,334	-38	0	-1,372

Slippage of £1.3m on Delivering the Strategy Transport Aims- Highway Schemes is due the funding allocation and programme not being agreed until September 2021, and together with the required involvement of the various district councils and the complexity of the projects this will mean that just under half the of expenditure will slip into next financial year. It is anticipated that agreement to next year's allocation and programme will be made earlier, so that this year's slipped schemes plus next year's full programme will be delivered and spent within year.

- Hardwick Path Widening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
305	283	-22	-22	0	-22	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 (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
704	589	-115	-122	+7	0	-115

Construction on Phase 1 construction complete expended HE monies, currently undertaking design of phase 2 (S106 monies) construction to commence in next financial year.

- Other Cycling Schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
475	68	-407	-287	-120	0	-407

Schemes that are to be funded by the Integrated transport block were agreed in September 21 and as a consequence those schemes with significant detail design and longer lead in times are now expected to be delivered in 2022/23.

- Countywide Safety Fencing renewals

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,115	195	-920	-920	0	0	-920

The construction phase of the A505/ M11 Duxford safety fencing renewals have been delayed due to design complexities and coordination with National Highways. The scheme is now expected to be delivered in 22/23.

- Countywide Surface Dressing programme

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
989	154	-835	-675	-160	0	-835

As detailed within the 'Carriageway & Footway Maintenance' section, 3 schemes are being brought forward as they are the most deliverable schemes that can be accommodated at this stage in the financial year.

- Carriageway & Footway Maintenance schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,850	3,360	-490	-488	-2	0	-490

With the current levels of predicted underspend and unallocated funding, the following three schemes are being brought forward from the published Capital Maintenance Programme

- o Brockly Road, Elsworth £180,000
- o Church Street, Guilden Morden £132,000
- o Balsham Road, Linton £168,000

These schemes are the most deliverable schemes that can be accommodated at this stage in the financial year.

It is proposed to fund the delivery of two highway drainage flood alleviation schemes, where highway water is significantly contributing to the flooding of a number of properties. The two drainage schemes are High Street, Buckden, (£312,000) and Ermine Street, Arrington (£280,000). It is proposed that the additional funding required to deliver these schemes is taken from the previously identified Vehicle Restraint System upgrade at the A505/M11 interchange, where funding has previously been approved to be carried forward to 2022/23. The A505 scheme will continue in 2022/23 unaffected however this amendment will ensure the highway drainage improvements can be delivered without undue delay.

- Bridge Strengthening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,126	2,998	-128	-128	0	0	-128

Reactive Capital works Bridge repairs needs an extra £475k for minor repairs, so funding this year will be moved from the St Ives Flood Arches/ Town Bridge and North of Girton Bridge, both which have been delayed.

- £90m Highways Maintenance schemes

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,566	5,757	-809	-372	-437	0	-809

A net underspend is forecast this year mainly due to slippage of 2 main schemes:- Littleport – Road space issues with Highways England / Suffolk network, 50% of the scheme will be carried out when the diversion route falls within Cambridgeshire (predicted at £452k spend in 2021/22 - £450k spend 2022/23).

Parson Drove/Murrow Bank (£390k) – Works to be programmed in 2022/23 to realise efficiencies by working alongside a 2022/23 Gull Road scheme.

- Pothole grant funding

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,841	6,218	-623	-566	-57	0	-623

Due to delays in the surface treatment programme and the a reduced window for delivery during the winter months, leading to an underspend. Time taken to produce target costs may mean that some schemes may not be achievable this year, which may lead to some schemes in this programme being delivered in the next financial year attributing to this variance.

- Fendon Road Roundabout

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
275	40	-235	-235	0	-235	0

Expenditure has been lower than anticipated during 21/22 as remedial work costs to the roundabout were lower than expected. The remaining monies will go back to the original South Area Corridor S106 pot.

- Ring Fort Path

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
308	40	-268	-268	0	0	-268

Due to ongoing land acquisition negotiations the scheme is not likely to be in a position to start on-site during 21/22. The expected expenditure for the remainder of 21/22 is a reflection of land purchase costs and legal fees.

- Emergency Active Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
785	610	-175	-175	0	0	-175

Following preliminary development of the original 53 schemes, an extended consultation period during Autumn 2021, analysis of the data by Business Intelligence Unit (currently underway), scheme detailed design, road safety audit and traffic management complexities, plus engagement with the Greater Cambridge Partnership over schemes that formed part of the City Access strategy now being taken forward by the GCP, only some simple and cycle parking projects are programmed to be delivered by end March 2022, with the more complex schemes programmed for delivery from April to August 2022.

- Lancaster Way

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
792	642	-150	-150	0	-150	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.

- March Future High Street Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
336	192	-144	-144	0	0	-144

Design costs which were factored into this year's budget are being picked up directly by Fenland District Council, so has reduced the forecast expenditure for this year.

- St Neots Future High Street Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
349	154	-195	-195	0	0	-195

Design costs which were factored into this year's budget are being picked up directly by Huntingdonshire District Council, so has reduced the forecast expenditure for this year.

- Scheme Development for Highway Initiatives

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
437	13	-424	-424	0	0	-424

Funding was allocated to enable scheme development for new schemes, however this year no new schemes have been identified that require scheme development work. It is therefore expected that this funding would roll forward into next year.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
4,500	0	-4,500	-4,500	0	0	-4,500

A new scheme has been placed into the capital programme to take account of amendments to the Waterbeach waste treatment facilities following changes to the Industrial Emissions Directive to reduce emissions to levels which are able to meet the sector specific Best Available Technique conclusions (BATc) and comply with new Environmental Permit conditions issued by the Environment Agency (subject to determining whether a Qualifying Change in Law applies). This work is not now expected to begin until 2022/23.

- Energy Efficiency Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
306	252	-54	-61	+7	0	-54

8 LED lighting projects completed so far and 6 more currently in progress or being planned. 5 more projects are in doubt due to potential asbestos, awaiting survey results and costs to remove asbestos. This means actual spend could increase compared to forecast (due to asbestos removal) or decrease (if we decide not to proceed because costs are too high).

- Swaffham Prior Community Heat Scheme

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
8,998	6,598	-2,400	0	-2,400	0	-2,400

Rephasing of scheme and more costs will fall into 22/23. The priority during 21/22 has been to spend the grant from the Heat Network Investment Project (HNIP) by the end of March 2022. Delays on the delivery of the energy centre have occurred as a result of site asbestos contamination which need to be cleared and the difficulty getting hold of cladding materials. This has meant that some spend is being reprofiled into 2022/23.

- Stanground Closed Landfill Energy Project

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
236	0	-236	0	-236	0	-236

This scheme has been delayed by a year due to capacity constraints, so costs will now be incurred in 22/23.

- Decarbonisation Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,074	4,795	+721	+533	+188	0	+721

20 low carbon heating projects currently underway, one of which is now completed. Government grant from the Public Sector Decarbonisation Scheme partly funds the investment into the heating programme. Covid-19 has had some impact on delivery, in particular material delays and cost.

- Oil Dependency Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
500	65	-435	0	-435	0	-435

Funding was agreed at Environment and Green Investment Committee in December 2021 but government policy to support off-gas communities to decarbonise has only just started coming through. Now we understand Government's direction of travel in the Heat and Building Strategy we have reprofiled the spend.

- Climate Action Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance: Rephasing £'000
300	0	-300	0	-300	0	-300

The Climate Change and Environment Strategy has been reviewed August-December 2021 and is being considered by Full Council in February 2022. The revised strategy will direct how the funding will be spent.

- School Ground Source Heat Pump Projects

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance: Rephasing £'000
3,224	1,943	-1,281	0	-1,281	0	-1,281

Confirmation of the Public Sector Decarbonisation grant funding came forward in May 2021 and the priority is to spend the grant by the end of the financial year. The remainder of the budget will be spent next financial year.

- Connecting Cambridgeshire

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Variance (November) £'000	Variance Last Month (October) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance: Rephasing £'000
14,937	6,198	-8,739	-116	-8,623	0	-8,739

The Connecting Cambridgeshire spend for this year has been reprofiled and some spend will now be in next year, as the SFBB Phase 4, Contract 2 is now not expected to be completed until mid-2022. There will be a total scheme underspend of £900k from saving from the Openreach SFBB contract 1, Phases 1-3, reducing the original £20m (£16.515m from prudential borrowing, £3.485m from LPSA grant) to £19.1m.

Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
13,873	Local Transport Plan	13,599	13,099	-500
4,182	Other DfT Grant funding	11,808	11,567	-241
16,426	Other Grants	18,313	12,737	-5,576
8,437	Developer Contributions	3,929	2,415	-1,514

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
48,447	Prudential Borrowing	59,773	43,916	-15,857
18,030	Other Contributions	23,707	21,032	-2,675
109,395		131,129	104,766	-26,363
-12,254	Capital Programme variations	-24,300	2,063	26,363
97,141	Total including Capital Programme variations	106,829	106,829	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). Repahsing 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

Funding	Amount (£m)	Reason for Change
		(£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.

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 01.12.2021

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. NOI consultation starts 03/08. A number of objections received which are currently being discussed and worked through with the local member. Some pressure to relocate the zebra from proposed location despite this being the only available option. This is further delaying the scheme as members now wish to revisit this, although ruled out via safety audit already.

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	Scheme now with Policy & Regulation team for formal TRO.

Current Schemes Forward for 2021/22

Total LHI Schemes 20
 Total Completed 2
 Total Outstanding 18

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	Informal consultation complete. Next stage formal consultation for TRO. This will be undertaken during September. This has now been delayed by P+R team and will run to 19/11.
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 complete. Next stage formal consultation for TRO. This will be undertaken during September. This has now been delayed by P+R team and will run to 19/11.

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	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	Work Complete
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	Design approved. Now with street lighting team to progress.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	AMBER	Scheme currently submitted and awaiting Road Safety Audit. Next stage once RSA received is formal consultation. Amber due to outstanding activities including formal consultation and pricing before the scheme can be installed on site.
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 complete. Next stage formal consultation for TRO. This will be undertaken during September. This has now been delayed by P+R team and will run to 19/11.
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 approved. Now with street lighting team to progress.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Order raised. Currently waiting on start date from 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 approved. Now with street lighting team to progress.
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 (Nov committee).
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 complete. Submitted for pricing WC 01/11
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 complete. Next stage formal consultation for TRO. This will be undertaken during September. This has now been delayed by P+R team and will run to 19/11.
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	AMBER	Next stage is formal consultation. Amber due to outstanding activities including formal consultation and pricing before the scheme can be installed on site.
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Work Complete
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, City Council, Policy and Regulation and Parking services regarding proposal and enforcement. Awaiting responses to queries before proceeding with informal consultation.
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Informal consultation complete. Next stage formal consultation for TRO. This will be undertaken during September. This has now been delayed by P+R team and will run to 19/11.
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	GREEN	Design work complete. Needs reviewing internally before being sent to local member for comment.
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Informal consultation complete. Next stage formal consultation for TRO. This will be undertaken during September. This has now been delayed by P+R team and will run to 19/11.
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Signing and lining work complete. 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
Clr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Project's proposal got altered. Weight limit + village gateways to be implemented. Request to advertise N.O.I sent to P&R on 22/09/2021. TC request to be sent w/c 1st November.
Clr Gardener	Winwick	B660	30mph speed limit	RED	Awaiting confirmation from Parish/ Community on their increased contribution prior to raising works order. Application for CIL funding sent. Decision expected in October/ November 2021.

Carried Forward from 2020/21

Total LHI Schemes 25
 Total Completed 18
 Total Outstanding 7

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
Clr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works completed except centre line marking. Hydroblasting to be used to remove existing centre line. Once done new centre line marking to be painted.
Clr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Awaiting BBLP's street lighting design. Expected by end of October. Once received, RSA 1&2 to be requested.
Clr West	Great Paxton	High Street	Priority narrowing's	RED	Initial scope turned out to be unfeasible. PC agreed to provision of a solar powered MVAS unit. Works Order for MVAS unit has been raised on 19/10/21. Posts locations to be agreed on with PC.
Clr Gardener	Catworth	Church Road	New footway leading up to the bus stop	RED	Reduced scope agreed with PC due to budget constraints. Works Order raised. Works to be carried out from 6th December
Clr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	GREEN	Work Complete
Clr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Tied in with 19/20 bid. Awaiting PC's confirmation regarding their contribution.
Clr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	CCC Officers met with PC to agree on the crossing's location. Officer to send request for RS comments. Street lighting design to be requested before end of October.
Clr 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. RSA 1&2 and TC requested on 17.08.21. Still awaiting HDC's approval regarding land take and adoption. Unable to proceed without approval. Chasing correspondence sent. Still no approval. TRO process to follow.

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	Notice of Intent (NOI) advertised on 01/09/21. TC requested w/c 25th October.
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	Quotation request for power supply disconnection to VAS post sent to UKPN on 21/09/21. Post and NAL socket installation could not be completed due to site constraints (concrete pad at chosen location) and so alternative location to be found and agreed on.
Douglas Dew	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	AMBER	Ongoing discussions with Applicant regarding CCC's stance. Agreement reached on 15/10/2021. Detailed design to follow. Applicant has requested extra work on Mere Way
Steve Criswell	Woodhurst	Woodhurst, South Street & Church Street	Supply 1 no. MVAS unit and install two new posts. Lighting columns to be utilised as additional mounting locations.	GREEN	Revised plans sent to PC for their final approval. Comments received on 17/09/21. As final approval received, Works Order to be raised w/c 1st November 2021.
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	PC approved plans. Works Order raised. Programme dates to be confirmed.
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.	RED	Speed survey results received. In detailed design. RED as road safety audit and consultation still required. Likely to be difficult to deliver on site before year end.
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. Officer met with PC on site. PC's approval received on 21st September. TC request sent and received. Works order to be raised w/c 25th October.
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.	RED	In pre-lim design. RED as Road Safety Audit still required. Likely to be difficult to deliver on site before year end.
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	GREEN	Detailed design completed. To be sent for PC's approval w/c 1st November.
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	Works Order raised. Awaiting programme dates.
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	AMBER	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.	RED	In detailed design. Highlighted RED due to lead in times for safety audits. May be difficult to complete on the ground before year end.
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	Detailed design completed and sent for PC's approval. Awaiting response.
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 visited in early August. Design to be completed by mid-November.
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	GREEN	Proposed plans sent for PC's approval. Next stage TRO for parking restrictions.
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. Plans sent to PC for approval. Site meeting request sent. Awaiting confirmation.
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. Plans sent to PC for approval. Site meeting took place. Revised TC requested following on from PC's amendments.
Graham Wilson	Godmachester	East side of London Eoad, Godmanchester	Install parking restrictions in a form of double yellow lines in pre-agreed locations along London Rd.	GREEN	Site visited in early August. Detailed design completed. To be sent for PC approval w/c 1st November.
Ian Gardener	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding)	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to	GREEN	Detailed design completed. To be sent for PC's approval w/c 1st November.

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
		Luddington Road (towards Luddington Village)	reduce traffic speeds at approaches to the village.		
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	GREEN	In preliminary design. Existing restrictions (TRO) to be confirmed by the end of September. Detailed design to follow and to be completed by end of November.
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph speed limit along various roads across the village.	AMBER	In the process of collecting speed data. Speed data reviewed. Further comments from Road Safety Team required. Highlighted issues with CCC's 20mph policy compliance to parish.
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	Detailed design to be completed by end of November.
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	Zebrite unit installed. PC want to proceed with guardrail installation and footway widening. TC requested on 24/09/21. TC received and to be reviewed w/c 25th October.
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 complete. Detailed design to follow and to be completed by end of November.
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.	RED	Site meeting took place with PC on 2nd August. Ongoing discussion regarding scheme's proposed design. Further site visit and meeting with PC, discussed outcome of prelim design and costs implications. RED as road safety audit still outstanding.
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. Officer met with PC on site. Still awaiting PC's approval. PC to meet on 03/11/21 and advise CCC Officers accordingly.
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.	AMBER	Liaison with structures team with regard to proposed design. An application for Watercourse Consent via Flood and Water Team to be sent.
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.	RED	Revised scheme agreed with PC in principal on 10/09/21. Detailed design to be carried out end of October/ once agreement reached on scope. The revised scheme also needs to be recosted. PC will then be required to approve the revised cost.
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.	AMBER	Initial comments received from police force. Dependant on P&R/Member review of current HGV policy. P&R in agreement with proposal. Plans to be sent to P&R w/c 25/10/21. Amber due to formal consultation process required before installation and likelihood of objections.

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. Revised design sent to PC / County Cllrs end of July for comment and review. Public meeting 27/09 with local stakeholders, comments shared, waiting on feedback from Cllr Connor.

Carried Forward from 2020/21

Total LHI Schemes 10
 Total Completed 7
 Total Outstanding 3

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 Tierney	Wisbech	South Brink	Traffic Calming	RED	Draft design complete. Awaiting Member response, member has been chased by CCC Officer. Sent to safety audit 20/10.
Cllr King	Leverington	Leverington Common	Speed limit reduction	RED	Cost estimate over budget. Design de-scoped in liaison with parish. Re-submitted for pricing 20/10.
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. Needs Road Safety Audit. Issues with Milestone procuring drainage survey escalated.

Current Schemes for 2021/22

Total LHI Schemes 10
 Total Completed 1
 Total Outstanding 9

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 Tierney	Wisbech	Tinkers Drove	Install speed cushions through the length	AMBER	Amber due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Sent for Road Safety Audit 30/09.
Cllr Count/Cllr French	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	Site visit complete. Design underway.
Cllr Hoy	Wisbech	New Drove / Leach Close	DYs at junction	GREEN	Order raised, waiting for start date.
Cllr Connor / Cllr Boden	Whittlesey	Various (20mph)	20mph & associated traffic calming	AMBER	In detailed design. Survey results indicate can proceed with 20mph zones. Awaiting on approval from Town Council before proceeding to formal consultation.

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 Connor / Cllr Boden	Whittlesey	Various (DYLs)	DYLs at junctions	GREEN	Design approved. Town council to informally consult.
Cllr Connor	Doddington	High Street	Adjust kerbing & resurface footway	GREEN	Site visit complete. Design underway.
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Work Complete.
Cllr Gowing	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	Working on detailed design, discussions undertaken with street lighting.
Cllr King	Wisbech St Mary	High Road	30mph extension and traffic calming	RED	RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Submitting to PC for review WC 01/11.
Cllr King	Parson Drove	Sealey's Lane	New footway construction	GREEN	Site visit complete. Design underway.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 9
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 Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Scheme to be tied in with 2021/22 LHI
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Scheme sent to Road Safety Audit following amendments requested by the applicant.
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Cost received for work from contractor. Adjusting design prior to raising works order.
Cllr Dupre	Witchford	Main Street	Footway widening	RED	In costing phase with contractor. Overdue. Costs being queried by CCC.

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	RED	In detailed design, site visits complete. RED due to outstanding milestones prior to delivery on site including road safety audit, formal consultation and pricing. Next stage safety audit WC 01/11.
Cllr Whelan / Cllr Dupre	Little Downham	B1411	Solar studs	AMBER	Waiting on footpath resurfacing before progressing with installation of solar studs. Progression dependent on third party. Scheme designed.
Cllr Dupre	Witchford	Main Street	Pedestrian crossing near school	RED	Meeting held with Parish Council, they would like a <u>Zebra</u> crossing to be installed (not stated at feasibility). Vehicle and Pedestrian Surveys are required - scheme on hold until children return to school in September. RED due to late request from PC to change type of scheme and outstanding milestones prior to delivery on site including road safety audit, formal consultation, and pricing. Surveys complete. Design underway.
Cllr Goldsack	Soham	Northfield Road	Warning signs & improvements	GREEN	Sent to applicant 26/10 for approval.
Cllr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	GREEN	Working on detailed design drawings. Next stage TRO.
Cllr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	AMBER	Design complete. Waiting on traffic surveys before sharing with PC for comment and review. Road Safety Audit required.
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	RED	In preliminary design. Awaiting speed survey data. RED due to road safety audit and formal consultation still outstanding. Plans to PC for approval WC 08/11.
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	Tied in with 20/21 LHI. Designed and with PC for approval.
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	Order raised. Waiting on delivery date.
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	AMBER	Design work underway. Next stage TRO. Sending to PC for approval WC 08/11.

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	Reviewing revised cost from contractor. Some issues need resolving around the upgrading of the existing path running alongside the road. Works order to be raised WC 01/11

Current Schemes for 2021/22

Total LHI Schemes 17
Total Completed 2
Total Outstanding 15

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.	RED	Design work complete. Next stage informal consultation with parish. Highlighted RED due to remaining work needed to deliver on site by year end, including formal consultation, road safety audit, and pricing. Parish have still not responded, have been chased.
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.	AMBER	Parish have approved proposals. Scheme now in for Safety Audit - 19/08. Highlighted amber due to remaining work needed to deliver on site by year end, including formal consultation, road safety audit, and pricing.
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	GREEN	Parish have approved designs. Currently waiting on TRO being advertised.
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	AMBER	Parish have approved the design. Now submitted for Road Safety Audit. Highlighted amber due to remaining work needed to deliver on site by year end, including road safety audit and pricing. Work can't take place during December due to it being on an A Road.
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	GREEN	Parish have approved, including revised costs as they have asked for additional work. Road safety audit complete. To be submitted for pricing WC 08/11.

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
			Wimpole Road by extending footway on Haslingfield Rd south		
Neil Gough	Cottenham	Oakington Road	Civils / Speed Limit - Introduce a 40 mph buffer combined with a chicane feature, with 500mm drainage channel. Install 2 No new MVAS sockets, remark the 30mph roundel plus red surfacing and dragons teeth.	RED	Following feedback from parish and local residents, redesign sent to parish for approval. Highlighted RED due to remaining work needed to deliver on site by year end, including road safety audit, pricing and if possible work needs to be tied in with developer led footpath. Local member aware.
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 review underway.
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 - 19/08.
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	In for pricing. Waiting on revised cost from contractor.
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.	AMBER	Parish have approved. Now in for Road Safety Audit - 16/08. Highlighted amber due to remaining work needed to deliver on site by year end, including formal consultation, and pricing.
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	In for pricing. Waiting on cost from contractor.
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Work Complete - 26/10/21
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Design work complete. Parish approved. With contractor for pricing. MVAS to be procured shortly as part of countywide package.
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Design work complete. Parish have approved. Currently in for 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. Submitted to contractor for pricing 25/10/21.
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.	AMBER	To be tied in with third party works at the request of the PC. Design complete. However scheme on hold at request of parish council due to proposals from GCP regarding the Camborne to Cambridge Guided Bus and Active Travel Tranche 2 proposals. May just proceed with 50mph limit for now. Further discussion with parish planned for early Nov.

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	3	0	2	3	8
Planted 2021/2022	0	0	3	0	0	3

Comparison to previous month:

Nov-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	1	0
Total	1	0

Oct-21	Removed	Planted
City	0	0
South	1	0
East	0	0
Fenland	0	0
Hunts	1	0
Total	2	0

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 NOV 0

Total Planted in Current Month NOV 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	Jocelyne 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 NOV 0

Total Planted in Current Month NOV 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
Fowlmere road	Clive Bradbury	Newton	1	Diseased / Dead	2021-06-07	2021-06-07	1
Linton Road	Clarie Daunton	Little Abinton	1	Obstruction	2021-05-19		
Ickleton	Peter McDonald	Frogge Street	1	Dangerous	2021-08-00		
Bassingbourn	Michael Atkins	Canberra Close	1	Diseased / Dead	2021-10-00		
-	-	Total	60		-	-	102

East Tree Works

Total Removed in Current Month NOV 0

Total Planted in Current Month NOV 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 NOV 0
 Total Planted in Current Month NOV 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 NOV 1
 Total Planted in Current Month NOV 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	
Godmanchester	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		
Great Staughton	Ian Gardener	Beachampstead Rd/Moory Croft Cl	1	Diseased / Dead	2021-11-15		
Ramsey	Adela Costello	Pathfinder Close	1	Diseased / Dead	2021-10-00		
-	-	Total	57	-	-	-	31

Summary of Place & Economy establishment (P&E) – Data compiled November 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:

- We can report that the percentage of “true vacancies” in P&E as of 25th November 2021 was 22.5% of the overall establishment of posts. Please note this down from the previous month, which was at 30.4%. This is due to ongoing work with the Heads of Service to delete any posts which have been vacant for a considerable period of time, or which are not actively being recruited to.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		293.6	85.3	378.9	22.5%
Planning, Growth and Environment	Asst Dir - Planning, Growth and Environment	1.0	3.0	4.0	75.0%
	Flood Risk & Biodiversity	14.6	2.3	16.9	13.6%
	Historic Environment	9.6	1.0	10.6	9.4%
	County Planning Minerals & Waste	10.8	4.5	15.3	29.5%
	Growth and Development	10.8	2.0	12.8	15.6%
	Waste Disposal including PFI	7.7	3.0	10.7	28.0%
Planning, Growth and Environment		54.5	15.8	70.3	22.5%
Climate Change and Energy Service	Energy Projects Director	6.7	0.0	6.7	0.0%
	Energy Programme Management	2.9	0.0	2.9	0.0%
Climate Change and Energy Service Total		9.6	0.0	9.6	0.0%
H&T, Highways Maintenance	Asst Dir - Highways	3.0	0.0	3.0	0.0%
	Highways Other	9.0	2.0	11.0	18.2%
	Highways Maintenance	34.8	9.0	43.8	20.6%
	Asset Management	12.0	3.0	15.0	20.0%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	1.0	0.0	1.0	0.0%
	Project Delivery	18.4	22.0	40.4	54.5%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.0	0.0	2.0	0.0%
	Highways Development Management	18.0	1.0	19.0	5.3%
	Park & Ride	15.0	0.0	15.0	0.0%
	Parking Enforcement	15.8	0.4	16.2	2.5%
	Road Safety	35.1	11.1	46.2	24.1%
	Traffic Management	37.6	11.0	48.7	22.7%
Highways	Transport & Infrastructure Policy & Funding	12.3	3.0	15.3	19.6%
	Street Lighting	4.0	6.0	10.0	60.0%
Highways and Transport Total		217.9	68.5	286.4	23.9%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.6	1.0	12.6	8.6%
Exec Dir Total		11.6	1.0	12.6	7.9%

A428 DCO Position Review

To: Highways and Transport Committee

Meeting Date: 25 January 2022

From: Steve Cox, Executive Director - Place and Economy

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

Key decision: No

Forward Plan ref: n/a

Outcome: Members are informed of the current positions of the Council and National Highways regarding the major scheme to upgrade the A428 to dual carriageway and advised of future commitments from National Highways

Recommendation: a) Note the update on the A428 DCO, and National Highways commitments for future investment

b) Note in principle support subject to conditions, and delegate to the Executive Director for Place & Economy confirmation of the position prior to the final deadline, if outstanding matters are satisfactorily resolved, in consultation with the Chair and Vice-Chair of Highways & Transport Committee, and in discussion with the key Members impacted in and around the A428

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1. Background

- 1.1 In June 2021, the County Council H&T confirmed the County Council's strong, in principle support for the A428 scheme, subject to suitable assurances and agreement with National Highways (NH). The proposal is to build a dual carriageway and junction improvements between the Black Cat and Caxton Gibbet roundabouts.
- 1.2 The County, South Cambridgeshire, and Huntingdonshire District Councils (the Councils) have and will continue to represent robustly at the Public Examination, whilst working closely and collaboratively with NH technical needs to resolve issues, and to secure the best possible deal for the County Council, and the project.
- 1.3 A key principle of the approach to date has been to embrace learnings from the A14 project. The strategy has been broadly to ensure that as much as possible is secured through the DCO consent.
- 1.4 As the Examination has progressed, discussion with colleagues at NH on all matters relating to the application has reached agreement on most key issues, with discussions continuing in other areas to resolve. This report summarises the County Council's current position on said issues, as well as the corresponding position of National Highways. It also includes the latest statement (14th January 2022) by the Examining Authority regarding traffic modelling, detrunking and definition of adjacent land.
- 1.5 South Cambridgeshire District Council and Huntingdonshire District Council ("the Joint Authorities" in this context) are following the same respective governance process as the County Council with regard to the paper.
- 1.6 The County Council will continue to feed into the Examination at Deadline 9 (25th January) and Deadline 10 (15th February). The Examination concludes on 18th February. Delegated authority is sought for the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee in discussion with key members impacted in and around the A428, to confirm County in principle support on or before the final deadline, subject to satisfactory resolution of outstanding matters.

2. Main Issues

Officers from the County Council and NH have developed solutions to key issues. Some matters are outstanding, and we continue to work closely with NH in this regard, and to represent robustly through the Examination. An update is provided below highlighting the present state, noting the ongoing dialogue and that matters are moving at pace. It also includes the latest statement (14th January 2022) by the Examining Authority regarding traffic modelling, detrunking and definition of adjacent land, all of which are very positive for the Joint Authorities.

2.1 Traffic modelling

Modelling is important to understand the impact of the scheme on local roads and communities during construction or following completion, as well as whether the local roads are designed appropriately.

2.2 Officers have raised issues with the accuracy, coverage, and methodology used in the traffic modelling. However, recently information has been more forthcoming, and the sensitivity testing is now complete, the data count is acceptable and the transport planning software is expected to provide approvable traffic flow results. In addition, changes have been made at two junctions, as requested. The County is running model tests internally on Wyboston junction, and Barford Road regarding potential road space reallocation opportunities, which we believe there is scope for. NH and County are interrogating the VISSIM model for M11 J11, to understand likelihood of queues in this area.

2.3 The above workstreams are expected to conclude shortly, the County maintains close dialogue with NH, and the Examination is aware of the outstanding technical issues.

2.4 Monitor and Manage

2.5 The County has requested the monitoring of associated traffic impacts on an ongoing basis. The County Council requires monitoring of the local traffic impacts of the scheme (during and post construction) as well as a clear mechanism to address emerging issues.

2.6 Discussions continue through the enquiry in terms of clarity on the above. National Highways position is that it is funded for maintenance of the Strategic Road Network (i.e. motorways and A-roads). Funding for local roads comes from a separate division within the Department for Transport. National Highways has been proactive and persistent in lobbying DfT for further funds to support the maintenance of its own network. A submission is with Ministers and a decision is expected imminently. However it remains unclear how local impacts will be funded through this process by NH.

2.7 *On Friday 14th January, the Examining Authority's commentaries and proposed changes to the draft Development Consent Order found that the current traffic monitoring methodology being proposed by National Highways is neither robust, nor secured through the dDCO . Therefore, the Examining Authority is minded to propose a requirement relating to quantitative traffic monitoring and mitigation for the operational phase, should consent be granted. National Highways has been asked to provide suggested wording, including definitions if relevant. Local Highways Authorities have provided wording for such a Requirement which the Applicant may consider.*

2.8 Diversion Management

2.9 National Highways is undertaking a Digital Diversion Routes trial project, funded through Designated Funds. This project, the first of its kind, aims to provide customers and local highways authorities with a better end to end experience of diversion routes. NH will develop guidance to better plan and implement diversion routes and trial innovative signage and ways to improve customer satisfaction with the implementation and operation of

diversion routes. Lessons learnt from schemes such as the A14 Cambridge to Huntingdon have been used to develop the need for the trial.

- 2.10 National Highways is also committed to providing accurate road closure information seven days in advance of any closure; this is to allow road users to plan their journeys in advance, identifying the most appropriate route to complete their journeys.
- 2.11 National Highways will share updates with members on this project as it evolves. The County Council proposes to include monitoring of the Digital Diversion Routes trial project post-DCO in the Legacy Management Plan.

2.12 Highway Design

- 2.13 Council Officers state that carriageway width currently proposed for CCC roads is not acceptable, resulting in road safety and highway maintenance risks. Negotiations are progressing positively, and we expect concessions on road width. Council Officers state that B1046 and Toseland Road one of the verges needs to be widened to allow for non-motorised user access. The Council continues to discuss with NH and encourage for the necessary measures (parapets and wide verges at the very least). These are not high cost and could be tied in with earthworks. In addition, the drainage designs are not compatible with above carriageway widths; combined kerb/drain units, gullies in vehicle wheeltrack and kerbside waterflow in wheeltrack all are deemed unacceptable by Council Officers presenting the risk of highways damage and flood risk. However if National Highways commit to standards via the legal agreement then there will be no objections and discussions continue with National Highways in this respect. Regarding the extent of land adoption, the Council's position is that only lands required for highway operation should be adopted (no landscape areas, no adjacent 'surplus lands' plots, no field ditches as not part of essential highway drainage) and discussions on adoption and the DCO continue with NH and matters are progressing well.
- 2.14 *On Friday 14th January the Examiner noted National Highways responses regarding the reasons for the necessity of the provision relating to land adjacent to order limits, as provided for under S120 of PA 2008. At this stage, the ExA remains unconvinced that powers so widely drawn would be reasonable for the purposes described by the National Highways*
- 2.15 To best secure positive outcomes through the detailed design stage, it has been agreed that a County Council engineer shall form part of the NH design team on an ongoing basis. Details of this collaboration arrangement are being discussed.

2.16 Legal agreement and DCO

- 2.17 As well the design and approval process, the Councils have proposed changes to the legal text of the DCO itself, and to a legal agreement drafted by NH to try and protect positions in various areas - a key learning point from the A14 project is that if matters weren't secured in the DCO or the supporting legal agreement then there is a risk over future influence.

- 2.18 National Highways has proposed a series of handover processes used on the A14 development that will provide the level of authorisation / approval in the process that the Joint Authorities require. The next step is to agree how the process outcomes are secured in the legal agreement/DCO. Although this area remains a key risk to the County, there does now appear to be an agreed way forward.
- 2.19 *On Friday 14th January, the Examiner noted National Highways proposed timetable for reaching agreement with local highways authorities and the overview of handover process for de-trunked assets and local highways, and remains dissatisfied with the progress that would be expected at this this stage in the Examination or the assurance needed that agreement would be reached before the close of the Examination. As such and to cover the eventuality that agreement is not reached between parties before the close of the Examination, the Examiner proposes tightening the wording to ensure that there are adequate controls for local highways authorities to assess the quality and purpose of the assets that they inherit. Additionally, the Examiner proposes adding additional wording in the dDCO and corresponding explanation in the EM to secure the definition of De-Trunking Handover Plan and De-trunked Road Standards; and a paragraph to be added to include the scope and content of the DeTrunking Handover Plan and De-trunked Road Standards, and the process and timing of approvals.*

2.20 Non-Motorised Users

- 2.21 The core scheme includes 6km worth of NMU provision (see Map 1 appended). In addition to this NH have secured or are pursuing further funding for 12km of connectivity between St Neots and Cambourne and two further connections, as detailed on Map 2 (appended). However, officers and user groups do not consider that there is sufficient provision for cyclists, walkers, and equestrians within DCO, and NH indicate the project itself has insufficient funding to deliver on all the asks. While progress is being made, significant issues remain. Most of the NMU 'asks' do require an amendment to the DCO, in order to get the appropriate legal classification for each route in place that can then be added to the legal asset records, and onwards to ensure the correct maintenance regime. This is another fundamental reason why the changes need to be made now. It is costly and inefficient to have to make status changes via separate legal events once the DCO has been 'made'. This is a significant issue for the Joint Authorities.
- In addition to the NMU references above, the Council requires: A1198 signalised crossing south of CG roundabout with a NMU route to services (and connects to future Cambourne); CG roundabout from McDonalds to continue eastern provision; all-inclusive NMU at Hen Brook and design to be much more attractive because of Wintringham Park; and a number of other articles within the DCO relating to PROW.
- 2.22 In response, National Highways have successfully pursued an exceptional request to secure £500k of Designated Funding for feasibility work on four priority schemes as identified by the County, and subject to collectively demonstrating the strategic case. These are detailed in Map 3 (appended). The feasibility funding needs to be spent in the 2022/23 financial year and the further funding to deliver the schemes would need to be invested before March 2025. National Highways is drafting wording to include in the legal agreement to demonstrate its commitment to this approach which the County Council will monitor via the Legacy Management Plan. In addition, the A428 Designated Funds already agreed

include funding for St Neots Town Centre (£3.1m, Hen & Abbotsley wetland creation project (£100k feasibility) and Croxton Park (£20k feasibility). It should be noted that historically Cambridgeshire has been successful in receiving allocations from this funding source (including £30m from the A14 team). See images appended to report.

2.23 Environmental issues

2.24 The County has significant concerns regarding the absence of a clear carbon off-setting strategy, details of or an agreement on any intermediate emissions mitigation measures and a plan to implement and monitor said measures ; and a draft/conceptual plan regarding long term emissions mitigation measures. There is a risk that the impact of the scheme may result in national and local legislative and/ policy breaches regarding carbon reduction targets. NH has set out its position and associated justification as follows:

2.25 Last year National Highways (NH) published its Net Zero Plan which sets out three clear milestones:

- Net zero for operations by 2030
- Net zero for maintenance and construction activities by 2040
- Supporting the rapid shift to zero carbon travel on roads by 2050

2.26 The A428 project team is working with Skanska, construction industry leaders in the carbon field, on the road design and construction. They're looking at all emerging technologies and innovation to deliver the maximum carbon benefits. Throughout the public examination for the Development Consent Order process, they have submitted extensive evidence of assessments and plans in this area.

2.27 There is a strong intent to innovate on the scheme which has already committed to using hydro treated vegetable oil to fuel plant, and using electric plant and machinery where appropriate. Pioneering the newest tools and models, some not used before, the team is tracking in depth carbon savings of each design element, using that data to inform decision-making and continuously seeking opportunities for carbon savings throughout.

2.28 The County Council will monitor commitments regarding emissions mitigation via the Legacy Management Plan.

2.29 Ecology

2.30 The outstanding issues and fed into the examination still being discussed relate to Biodiversity Net Gain – simply, the outputs should align with the 'doubling nature' policy and Ox Cam policy. Council Officers consider that Borrow Pits do not constitute 'net gain', and have concerns about the quality of the net-gain offered by NH, for example gains should be made off site (e.g. ancient woods in Huntingdonshire).

2.31 National Highways has made the following justification for its position:

Recognising the impact on the environment of the road construction the A428 team is seeking to go beyond standard mitigation, using National Highways Designated Funds (DF) to investigate the creation of wetlands and sites such as Hen Brook for biodiversity net gain.

2.32 As part of the scheme they are:

- Improving brook biodiversity, caring for mammals, fish and other aquatic species.
- Designing culverts and underpasses to let water and land based animals safely pass beneath roads along watercourses.
- Changing watercourses in a way that is sensitive to aquatic habitats and species.
- Changing the profile of areas of land to slow down the movement of water during floods.
- Planting over 150 acres of woodland and hedgerows to integrate the scheme into the local landscape and maintain connectivity for wildlife.
- Investigating future opportunities to provide for barn owls and bats.

2.33 The team is seeking to innovate and consider all opportunities to deliver further initiatives. Overall, the scheme could deliver a 16% biodiversity net gain, a great improvement on the current requirements for National Highways to achieve 'no net loss' biodiversity and above the 10% Environment bill obligation.

2.34 The County Council will monitor commitments regarding ecology via the Legacy Management Plan.

2.35 Heritage and Archaeology

2.36 Council Officers feel that the archaeological strategy is unacceptable as it is based on the High Speed 2 Rail scheme strategy and contrary to County and District planning policies for cultural heritage. The Council should be in a position to approve schemes based on operating models conducted on other developments locally. Officers have supplied evidence based maplets and strategy notes for areas to be included in an approvable Archaeology Mitigation Strategy - negotiations with National Highways are on-going, recognising that presently matters are unresolved.

2.37 Legacy management

2.38 The Joint Authorities recognise the work done by National Highways in the local community via its community engagement programme. Current discussions are on-going regarding an A428 Legacy Fund, in addition to the use of designated funding for a number of projects. The County Council proposes to formalise all post-DCO legacy activity into a programme of work initially managed and monitored centrally by the Consents Team (the Legacy Management Plan); and ultimately to transition the activity to the respective council service areas and local community groups for delivery. It should be noted that National Highways Designated Fund is a national scheme and no definitive assurances can be provided by the A428 project team that funding will be secured.

- 2.39 The appendices provide images of A14 legacy schemes funded by National Highways designated funds

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

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

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

There are no significant implications for this priority.

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

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

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

Officer time is required to review the application, work with National Highways, and prepare to represent the Council at the Examination. This is being supported by appropriate specialists. Associated financial pressures are being looked at in more detail to provide an estimate of the resources required. It is expected that costs by the end of the Examination could be in the region of £150,000-250,000 and it is anticipated that some of this may be recoverable from National Highways, and that costs associated with the Council's statutory duties could be funded by Integrated Transport Block funding.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are risks to the Council in taking on new assets to maintain if they are not in a good condition. However, as the Council supports the project there is an acceptance that new roads and the detrunked or existing A428 will become the Council's responsibility.

Additionally, the traffic generated by the scheme will impact the Council's network and may lead to changes in travel patterns for both cars and Heavy Goods Vehicles, as with the A14.

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

Local Members have been briefed on the scheme by National Highways, with support from Council officers.

4.7 Public Health Implications

Public health implications need to be understood after a review of the scheme.

4.8 Environment and Climate Change Implications on Priority Areas

Note: The application is still being reviewed so an initial assessment only is provided here. The assessment may change when there is a fuller understanding of the content.

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: No buildings are proposed as part of the project.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Negative

Explanation: Although electrification of vehicle transport is expected and supported by Government policy, constructing a new dual carriageway although available for use by buses will not cater exclusively for sustainable modes of transport, and will attract and create new traffic. There is provision as part of the project to deliver facilities for active travel users, although at this stage there are concerns whether this is of a suitable standard.

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

Positive/neutral/negative Status: Neutral

Explanation: The project will involve construction works but does propose landscape works and mitigation including tree planting. This impact is highly dependent on the issues raised in by the Councils being resolved.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: The construction will generate waste which will be subject to control through a management plan.

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: Flooding and water management has been considered as part of the design of the scheme, which includes balancing ponds, consideration of climate change impacts and a Flood Risk Assessment.

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Negative

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

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

Positive/neutral/negative Status: Neutral

Explanation: No impact.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer:

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

Name of Officer:

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 or No

Name of Officer:

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:

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes or No

Name of Officer:

5. Source documents guidance

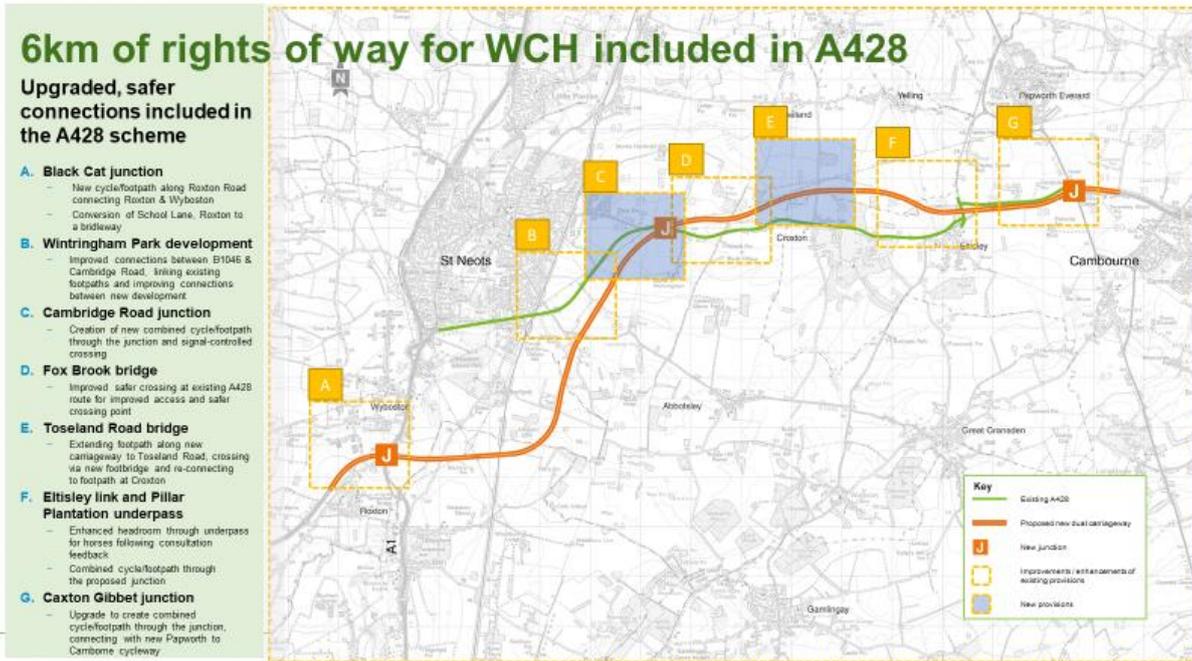
5.1 Source documents

Background information on the A428 Black Cat to Caxton Gibbet scheme is available from

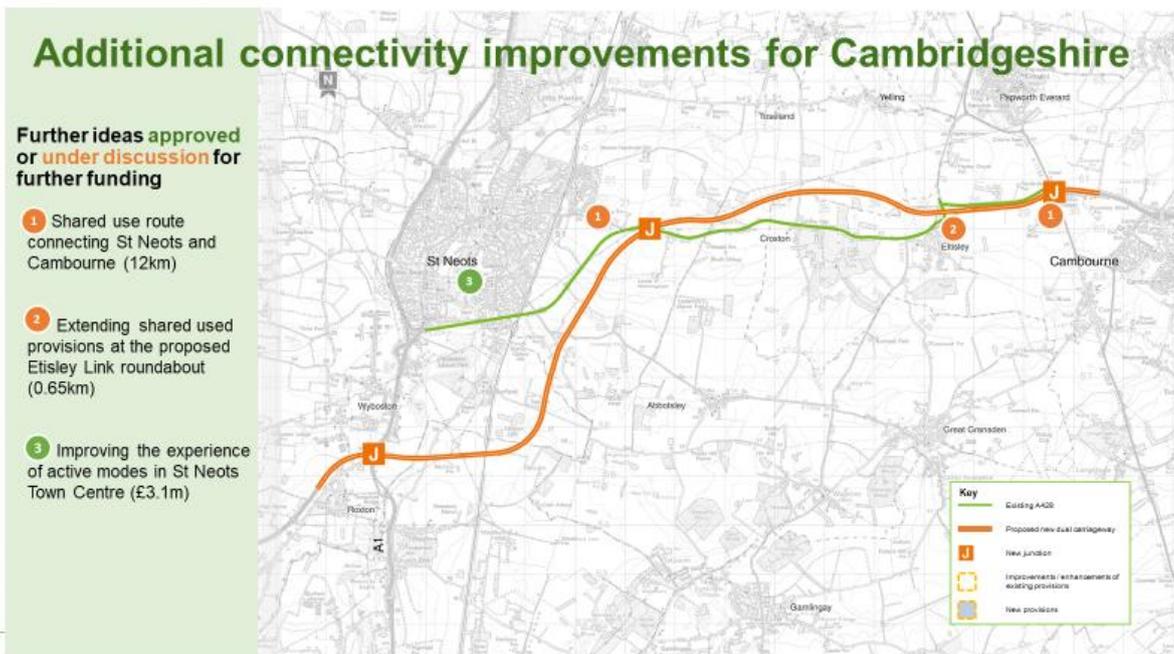
National Highways (Highways England): [A428 Black Cat to Caxton Gibbet improvements - Highways England](#)

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

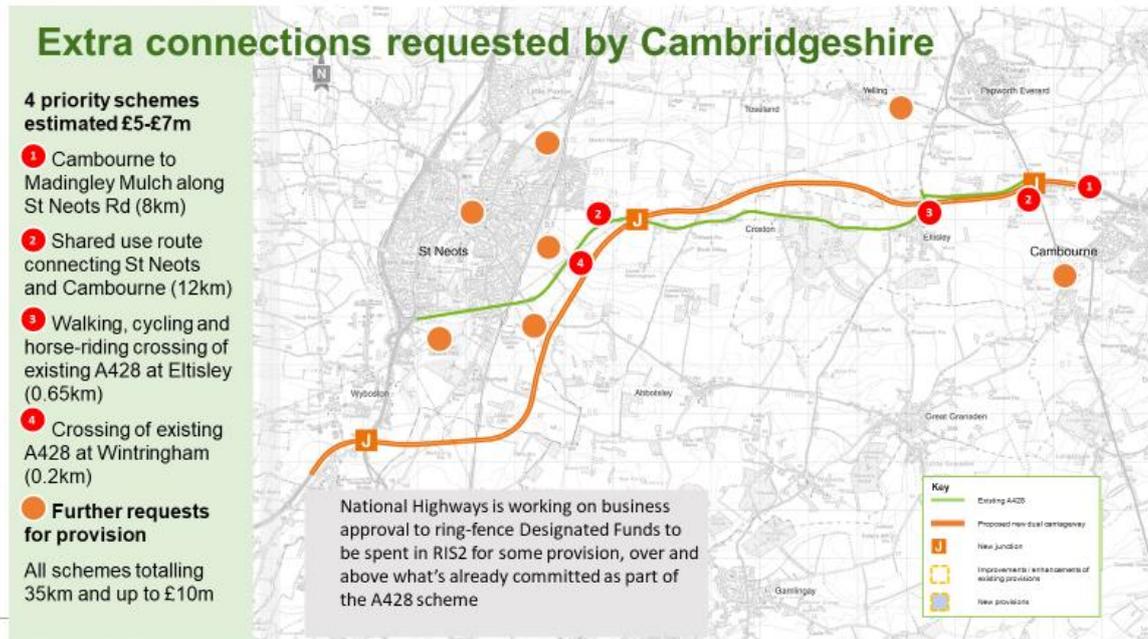
Appendices:
Map 1



Map 2



Map 3



A14 legacy schemes

Image 1 Bluntisham car park



Image 2

Fenstanton to Swavesey NMU



Image 3

Fenstanton to Swavesey NMU (Photo from by the BHS)



Image 4

Local Access road NMU facility



Image 5

NMU at Hilton Road



Highways and Transport Policy and Service Committee Agenda Plan

Published on 4 January 2022

Notes

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
08/03/22				24/02/22	28/02/22
	Appointments to outside bodies	Democratic Services	Not Applicable		
	Huntingdonshire Transport Strategy Update	Natasha Hinks / Karen Kitchener	Not Applicable		
	Fenland Transport Strategy Update	Stacey Miller	Not Applicable		
	Active Travel Strategy Update	Stacey Miller	Not Applicable		
	Highways Asset Management	Mike Atkins	2022/010		
	Road Safety Schemes 2022-23	David Allatt	Not Applicable		
	Local Cycling and Walking Infrastructure Plan	Claire Rankin	Not Applicable		

	St Ives Study	Jeremey Smith	Not Applicable		
	Royston to Granta Park Study Stage 2	Jeremey Smith	Not Applicable		
	Future Transport Priorities and Integrated Transport Block Allocation Funding	Jeremey Smith and Elsa Evans	2022/034		
	CPCA Local Transport and Connectivity Plan	Jeremey Smith	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda plan	Democratic Services	Not Applicable		
<i>[26/04/22]</i>	<i>Reserve Date</i>				
12/07/22	Resident Parking	Sonia Hansen	Yes		
	Permit Changes	Sonia Hansen	Not Applicable		
	Finance Monitoring Report	Sarah Heywood	Not Applicable		
<i>[13/09/22]</i>	<i>Reserve Date</i>				
4/10/22	Finance Monitoring Report	Sarah Heywood	Not Applicable		
	Parking and Enforcement Policy	Sonia Hansen	TBC		
	Civil Parking Enforcement Application	Sonia Hansen	Yes		
6/12/22	Finance Monitoring Report	Sarah Heywood	Not applicable		

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

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