

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 15 September 2020

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

COVID-19

During the Covid-19 pandemic Council and Committee meetings will be held virtually for Committee members and for members of the public who wish to participate. These meetings will be held via Zoom and Microsoft Teams (for confidential or exempt items). For more information please contact the clerk for the meeting (details provided below).

AGENDA

Open to Public and Press

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Guidance on declaring interests is available at <http://tinyurl.com/ccc-conduct-code>
2. **Minutes Highways and Transport Committee 7th July 2020** **3 - 20**
3. **Minutes Action Log** **21 - 30**
4. **Petitions and Public Questions**

KEY DECISIONS

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OTHER DECISIONS

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11.	Date of Next Meeting	

The Highways and Transport Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Mark Howell (Vice-Chairman)

Councillor Henry Batchelor Councillor David Connor Councillor Ryan Fuller Councillor Lynda Harford Councillor Noel Kavanagh Councillor Simon King Councillor Ian Manning and Councillor Amanda Taylor

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AGENDA ITEM: 2

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE: MINUTES

Date: Tuesday 7th July 2020

Time: 10:00am – 12.33pm

Present: Councillors I Bates (Chairman), D Connor, L Dupre (substituting for H Batchelor) R Fuller, J French, Lynda Harford, M Howell (Vice-Chairman), N Kavanagh, S King, I Manning and A Taylor.

Apologies: Councillor H Batchelor Substitute L Dupre.

10. DECLARATIONS OF INTEREST

With reference to agenda Item 5 'Kings Dyke level crossing closure – award of construction management Consultancy Contract- and the reference in it to ESPO both Councillor Howell and Councillor Bates declared personal interests as respectively being the Chairman and being a representative on ESPO.

11. MINUTES 16TH JUNE 2020

That subject to the following changes:

Minute 4 Petitions and Public Questions

Last paragraph with reference to Haydenfield retirement complex change to read: **Havenfield** retirement complex

Minute 7 Covid 19 Temporary Cycling proposals

- Page 6 paragraph 3 fifth line changing Ms Minsull-Beech to read Ms Minshull-Beech
- page 9 last paragraph before resolution insertion of Councillor Manning as the Member who had requested that recommendation c) be amended to include Lead Members as part of the delegation,

It was resolved:

That the Minutes be approved a correct record.

12. MINUTES ACTION LOG

On item 160 Highways and Infrastructure Committee Action Log - cross referenced to Minute 146c) review of the Local Highways Initiatives (LHI) Process and the original query raised by Councillor King for notes containing more information to be circulated, this was still outstanding. Officers undertook to implement. **Action**

Graham Hughes (*Post meeting Note: This has now been resolved. Cllr King has been provided with a copy of the notes*).

It was resolved:

To note the action log.

13. PETITIONS AND PUBLIC QUESTIONS

No Petitions had been received.

There had been 5 requests to speak on Item 9, South Cambridge Cycling Improvement Plan that the Chairman accepted which were taken later in the agenda when considering the item.

14. KINGS DYKE LEVEL CROSSING CLOSURE – AWARD OF CONSTRUCTION MANAGEMENT CONSULTANCY CONTRACT

A contract to construct the Kings Dyke crossing scheme was signed with Jones Bros on 22nd May 2020 with the work due to commence shortly on site. As the Council required ongoing support and specialist skills to operate the NEC contract, a mini competition was undertaken under the Eastern Shires Purchasing Organisation (ESPO) framework to provide construction contract management professional services. In the subsequent tender competition White Young Green had submitted the most competitive tender for both price and quality and would under the terms of the contract if approved, provide three staff for the duration of the scheme. This report sought Committee approval of the award of the contract.

During the course of discussion:

- One Member while supporting the report recommendation drew attention that White Young Green (WYG) had been appointed by the Eastern Shires Purchasing Organisation (ESPO) Pro5 Consultancy Framework to assist with the preparation of contract documents and were now also the successful tenderer being recommended for approval. He therefore questioned whether WYG had received an unfair advantage and what 'Value Engineering' had been achieved. It was explained that WYG had been asked to help with the preparation of the documentation as they had long standing knowledge of the scheme and were therefore ideally qualified. Their proposed appointment followed a separate competitive tendering exercise and so 'Value Engineering' had been achieved. It was also highlighted that their skills would also aid Value Engineering on the mainline construction.
- The local Member on the Committee Councillor, Connor confirmed that he fully supported the recommendation.

It was resolved unanimously to:

Award the contract to WYG Consultants following a competitive process under the Eastern Shires Purchasing Organisation (ESPO) Pro 5 consultancy framework

15. WISBECH ACCESS STRATEGY PHASE 1 DELIVERY

The Chairman had agreed to take this item as a late report under the discretionary powers given to him under the Local Government Act 1972 on the following grounds

Reasons for lateness: – the need to amend the terms of reference following further consultation with local Members.

Reasons for Urgency: the requirement for the report to be considered before this month's meeting of the Combined Authority Business Board.

The Fenland Local Plan (adopted May 2014) includes proposals for 3,000 new homes in Wisbech and 30 hectares of new employment land to deliver around 2,500 new jobs up to 2031. The Kings Lynn and West Norfolk Local Plan includes up to 550 new homes to 2026 on the eastern side of Wisbech. The Wisbech Access Strategy jointly developed by Cambridgeshire County Council and Fenland District Council, with input from the Borough Council of King's Lynn and West Norfolk and Norfolk County Council, is a package of highway schemes to meet these requirements.

The project involved five sites but for the reasons set out in the report only three were being taken forward at the current time. The total funding required compared to the original budget estimate was now £11.082M, including the growth deal funding of £1.182m as outlined in paragraphs 2.7 and 2.8 of the report.

Government, through the Department for Business, Energy and Industrial Strategy (BEIS), provided £10.5m to the Cambridgeshire and Peterborough Combined Authority (CPCA) for delivery of Phase 1 of the Wisbech Access Strategy, on condition that scheme development work resulted in an acceptable and deliverable package of transport measures and would be spent by the end of March 2021. Cambridgeshire and Peterborough Combined Authority (CPCA) recognising the funding challenge proposed to allocate £6.0m from the Local Growth Funding (LGF) grant and a further £3m from within its Medium Term Financial Plan and £900k from the Capital Gain Share, subject to Business Board and CPCA Board approval. This would allow completion of the three schemes beyond March 2021, thereby removing any uncertainty associated with the LGF funding.

Across the 3 sites were a total of 33 separate parcels of land to acquire for the construction of the schemes and negotiations were underway with the landowners targeted to finish by the end of August 2020 with a report to come back to the

October Committee. Negotiation for the land required was still the preferred methodology, however, the project risk register had identified that the negotiation process did not restrict the timeframe that the negotiations could occur in, nor the price of the land being negotiated over. The negotiations for land purchase was already underway. If, however, a negotiated settlement for all of the necessary land within the necessary timeframe became unlikely, it was being proposed that a Compulsory Purchase Order process should be undertaken.

The report also highlighted a need to change the Governance framework to be consistent with other projects in the capital programme to consist of an officer Project Board to report to this Committee and a Steering Group, which would receive information from, and gives recommendations to, both the Committee and the Project Board. The new project governance and Terms of Reference were set out in Appendix 3, detailing the nature of the Project Board's responsibilities and its general relationship with the Steering Group.

During the course of discussion included:

- One member expressed the view that like many other large capital projects undertaken by the Council, there always seemed to be endless delays and also drew attention to what appeared to be a loss of part of the LGF Grant, asking whether this had been the result of not meeting the required timescales. Regarding the challenges of spending the £10.5m by March 2021, this had reduced to £6m due to the reduced number of schemes being taken forward as a result of the two deferred sites. The £4.5 million would be returned to the Combined Authority who would reallocate the money to other schemes.
- The Council's Cycling Champion on the Committee referencing paragraph 4.7 Public health Implications reading

"..... Although the short term packages are highway focused and provision for walking and cycling will not be included until the detailed design stage, all efforts should be made to ensure improvements support the development of a coherent walking and cycling infrastructure across Wisbech.

asked for assurances that necessary walking and cycling infrastructure would be taken seriously and actioned early on asking also whether the County Council Cycling team had been involved and whether Wisbech had its own lobbying cycling group? It was reported that the project did take into account cycling considerations highlighting that there were good cycling routes nearby and that the County Cycling Team had been involved in the review of capacity and it was considered that the provision available was suitable for the demand envisaged and for additional capacity for future demand for cycling in Wisbech. In confirming that whilst there was no direct cycle lobbying group in Wisbech, it was explained that there had been heavy involvement of the local members.

- One Member reiterated that funding money had been lost but thanked the officers for obtaining replacement funding. In terms of the membership of the

Steering Group he highlighted that with three local members on the Steering group he was the only local member not on the group stating that the other Members would be happy for him to join. He highlighted that there was 700 additional houses being constructed in his district and so he formally requested that the Chairman and officers find a way to make him a member of the Steering Group. **Action: the Chairman undertook to take away and discuss further with the report author and Andy Preston and would come back to the Member.**

It was resolved unanimously to:

- a) Note the project development to date and changes to the programme and budget required and forecast expenditure by March 2021
- b) Agree to request the approval of changes to the Local Growth Fund grant funding agreement from the CPCA Business Board
- c) Authorise commencement of Compulsory Purchase Order (CPO) procedures to secure the necessary land and delegate to the Executive Director – Place and Economy, in consultation with the Chair and Vice Chair of the Committee, the authority to trigger the CPO procedures if that is necessary to deliver the project efficiently and effectively.

16. CAMBRIDGESHIRE AND PETERBOROUGH ROAD SAFETY PARTNERSHIP STRATEGY

The Cambridgeshire and Peterborough Road Safety Partnership is a partnership between Cambridgeshire County Council, Peterborough City Council, Police, Fire and Rescue Service, Highways England, East of England Major Trauma Centre (Addenbrooke's), Public Health and the Road Victims' Trust. The previous Strategy covered the period 2015-2020, with this report presenting the proposed Road Safety Strategy for Cambridgeshire and Peterborough to 2030 set out in Appendix A of the officer report, following extensive background work and consultation by the Road Safety Partnership.

The Road Safety Strategy provides the context for the Council's road safety activity to be reported to the Committee reflecting the road safety elements of the new 'Local Transport Plan for Cambridgeshire and Peterborough', setting targets and performance indicators for the period 2020-2030 and beyond. The main change is adopting a 'Vision Zero' approach using the internationally recommended 'Safe System' approach and renaming the 'Cambridgeshire and Peterborough Road Safety Partnership' as the 'Vision Zero Partnership'. The vision partners would work toward a target of zero people killed on Cambridgeshire and Peterborough's roads by 2040, as zero was the only acceptable number of road deaths. Accompanying this would be a target to reduce reported killed and seriously injured (KSI) casualties by at least 50% to 234 in 2030 compared to an average of 469 between

2014 and 2018. In addition, the Strategy was committed to trialling the use of the 'Think Communities' approach to support local communities in tackling local road safety issues.

In discussion many members praised the report and the officers' commitment to road safety in bringing the ambitious Strategy forward,

Issues raised included:

- One Member highlighting the need to ensure there was the appropriate synergy with the 2050 zero carbon target objective and the need to change behaviours and have appropriate measures in place, while also needing to overcome the suspicion of some communities / Parish Councils that the County Council was trying to pass responsibility to them without providing the necessary funding. The intention would be to work with communities and to address the particular issues in their area, recognising that there was not a one size fits all solution.
- Some scepticism of whether the targets proposed were realistic. One Member highlighting that the previous Strategy had a target of reducing the number killed or seriously injured by 40% when only half that was achieved. The report did not address or investigate why the previous Strategy had failed in achieving its target and did not highlight what had not worked, which would have been a more transparent starting point. With regard to the Parish Councils, referencing the previous reply, a Member indicated her experience from those who had contacted her was that they often approached the County Council to help with road safety issues only to be told there were technical issues. She cited the A142 road junction issues as an example. On the same point she highlighted the resourcing issues which in relation to the safety study on the Ely to Chatteris stretch of the A142 required £5 million of safety measures with implementation of all the recommendations years away. While wanting to support the recommendations she highlighted that unless the County Council addressed known structural issues, the success of the Strategy would be seriously hindered. In reply on funding, it was accepted that the Integrated Transport Block Funding programme was small, there were opportunities for additional Department for Transport DfT funding with works on the A303 being provided as an example.
- Whether the officers were confident numbers quoted for KSI's were accurate? The research undertaken to set the new targets had been based on the corrected figures.
- Had such a Strategy been implemented anywhere else in the world and was there data to measure its success? The same approach had been adopted in Australia, Sweden, Netherlands and New Zealand. Both Sweden and the Netherlands had seen massive reductions in KSI figures and Australia and New Zealand who had the Strategy in place for the last 10 years had also seen substantial benefits from the approach adopted.
- Had any thought been given to changing the definition of what constituted a serious injury with the particular member suggesting it should change to being a life changing injury? The definition had been formulated after consultation with Addenbrooke's Hospital. There was to be a member seminar on the subject in the autumn.
- With reference to Addenbrooke's Casualty statistics a Member highlighted that

their accident and Emergency department did not record separately accidents involving cyclists.

- Surprise was expressed that there was no reference to insurance companies in the report. It was explained that they would be invited to contribute to the appropriate work streams where it was considered they could add value.
- A query was raised on how the pilot areas would be selected? It was indicated that a couple of areas were already engaged and the trial approach would be undertaken first with willing participants using the links already established.
- There was no reference to a Modal Shift away from cars in the Strategy.
- With reference to alcohol and drugs on page 56, one Member indicated that there would always be accidents until there was a national zero tolerance to alcohol in the blood / alcohol was prohibited for those driving.
- One Member highlighted his frustration at the lack of enforcement of the 20 MPH speed limits in Cambridge City with the Police saying that they did not have the necessary resources. He asked whether there was anything officers could do to make the Police take the issue seriously. In terms of enforcement of the Strategy, this needed to be a partnership approach with all stakeholders, so that there was a collective approach rather than leaving it to one partner, e.g. providing publicity of the benefits of respecting the speed limits.
- The need to address issues with heavy goods vehicles suggesting that the Road Haulage Association and Freight Transport Association needed to be added as stakeholder partners. Like the answer to insurance Companies participation, they would be engaged in terms of what benefit they could make to any of the specific work streams.
- In terms of the Leadership role, the Chairman indicated that he would undertake this, as before retirement, he was in charge of a department at Addenbrooke's Hospital. He also asked that the officer convey the Committee's thanks to all those involved in producing the Strategy and also asked that the Strategy should be circulated to all District, Town and Parish Councils and other identified interested parties. **Action: Matt Staton**
- Referencing that Addenbrooke's Hospital was a major trauma centre the Chairman asked where Peterborough and Hinchingsbrooke Hospitals fitted in and asked the officer to provide a response in writing outside of the meeting. **Action: Matt Staton**

In turning to the recommendations a number of members indicated that they would wish to have a separate vote on recommendation b)

As a result two votes were undertaken with recommendations a) c) and d) agreed unanimously and with recommendation b) agreed by 7 votes with three abstentions. (Councillors Dupre, Manning and Taylor)

It was resolved to:

- a) Approve unanimously to confirm the Council's continued commitment to the Cambridgeshire & Peterborough Road Safety Partnership;
- b) Approve by a majority the adoption of the Vision Zero Strategy, including its vision and targets, by the Council;

- c) Approve unanimously to note the leadership role for the Council on the Safe Roads and Safe Road Users work streams which future road safety reports to this Committee will reflect; and
- d) Approve unanimously to delegate authority to the Assistant Director for Highways, in conjunction with the Chair and Vice Chair of this Committee, to make decisions in relation to the Vision Zero partnership.

17. HIGHWAYS VERGE MAINTENANCE

The Chairman announced that he had taken the decision to withdraw this report as further consultation was to be undertaken and a revised version would be presented to a future meeting.

18. SOUTH CAMBRIDGE CYCLING IMPROVEMENT PLAN

As requested at a previous meeting this report provided an update on the South Cambridge programme of improvements originally agreed in March 2014 funded through s106 funds in respect of the following schemes;

- Queen Edith's Way cycle improvements
- Cherry Hinton cycle improvements
- Robin Hood junction signal improvements

It aimed to provide an understanding of the issues that had caused the delays, their impact and to request approval of the reallocation of the necessary funding from within the programme budget to complete the Fendon Road scheme. It also sought approval to commence delivery of the Robin Hood junction improvements which if agreed, could be started in January 2021.

A total of £2,317,842 s106 funding was allocated to the programme of improvements, although at that stage it was recognised that a sum in excess of £3m would be required. The report detailed the consultation that had taken place which had not only revealed overwhelming support (69%) for improvements, it also highlighted major safety concerns at the Fendon Road and Mowbray Road roundabout. Further consultation undertaken in 2016 showed an overwhelmingly positive response to the proposal to deliver a 'Dutch Style' roundabout, giving priority to pedestrians and cyclists at the junction of Fendon Road and Mowbray Road, which was to be the first of its kind in the UK. Committee approval was granted in November 2016 for the implementation of the Dutch roundabout, based on a budget available at that time of £1.425m. The funding details were set out in paragraphs 1.6 - 1.8 of the current report showing funding available of £1.4m for the South Cambridge Cycle Improvement programme

The report highlighted that while construction of the Fendon Road Roundabout had commenced in 2019, issues with utilities cabling re-routing works which had not been identified beforehand by the companies and the Covid 19 lockdown had resulted in the site having to close down for a six week period impacting on both the budget as detailed in the table in paragraph 2.5 of the report and the programme timescale. The total forecast required budget for Fendon Road had now been revised to £2.359m with the total available funding for Queen Edith's Way (including Fendon Rd) within the South Cambridge Cycle Improvement Programme standing at £2,055,599. The report therefore was requesting a reallocation of £304k to the Fendon Rd scheme from the overall £4m programme. The report highlighted that this reallocation would result in insufficient funding being available to complete the full Cherry Hinton Road project. With no available budget for further work to Queen Edith's Way and a shortfall expected for the Cherry Hinton Road scheme, officers were looking to establish potential sources of further funding to allow the schemes to progress to construction, including from the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership and from the small amount of s106 monies still available. The intention would be to report back on these further negotiations later in the year.

Following the Officer introduction the Chairman invited contributions from the public and Local Councillors who had given advance notice of their request to address the Committee.

a) Dr Barnali Ghosh question regarding Fendon Road Roundabout.

As both a Civil and Geotechnical Engineer herself, she had a particular interest in the project and her question was as follows:

"The budget to complete the Fendon Road Roundabout has risen from £800k is now £2 359 733. Since this is significantly over budget and has delayed programme what are the lessons learned by the committee? How will this learning be embedded in assessing future bids and programmes? What are the selected parameters for accessing the success and effectiveness of this scheme?"

In replying to a question later in the debate regarding the level of local support Doctor Ghosh suggested that the level of local support was debatable as a third of cyclists surveyed believed the question was ambiguous as the question asked was "would you prefer safety" with the real issue for her being whether it was the right choice in terms of value for money which required looking at the risk register and how the risks would be mitigated.

b) Councillor Colin McGerty regarding Fendon Road Roundabout.

In thanking the officers for producing the report and Councillor Taylor for requesting it and accepting that the safety of Council officers must come first, he went on to express his enormous sympathy for those trying to deliver the complex and pioneering project. In his presentation he explained that earlier in the year, when it became clear the project would deliver late, he had spent a great deal of time with the project manager looking at the available plans to understand the complex web of water, gas, electrical and data cables underground, stating that they were just the ones actually marked on the map. He highlighted that even while he was at the site, a gas pipe was discovered three metres from where it was supposed to be, which had caused several hours to be lost that day. He was therefore familiar with the frustration of managing a project which slipped due to third party suppliers over which the Council had little or no control. However his greatest sympathy lay with the public and while on the whole, people had been fantastically tolerant he highlighted that the delay explanation given was very similar to that given for the delays in delivering cycle lanes on Hills Road, He therefore asked that the Committee begin a process by which the experience could be used in a positive way to improve future estimates of project timescale and costs and if possible, avoid such over-runs in future.

Having heard from two residents critical of the scheme, a Member asked as a question of clarity regarding the amount of consultation undertaken and the local support the scheme had received. In reply he confirmed that local residents replying to the initial general travel survey had been overwhelmingly in favour of the scheme with more than a 1000 replies with the Fendon Road roundabout being their top priority. A second survey in 2016 also showed strong support for the design. Even though the consultations a couple of years ago he was able to confirm that there was still very strong local support.

c) Councillor Rosy Moore - Upgrade of Cycling and walking infrastructure on Cherry Hinton Road

Councillor Moore spoke in opposition to the plan to remove £300k from the project to upgrade the cycling and walking infrastructure on Cherry Hinton Road asking that the additional funding to complete the Fendon Road Roundabout should not be at the expense of this project, requesting that officers should look for such compensatory funding from other sources. She highlighted what a busy road Cherry Hinton Road was, and that residents really wanted the improvements as soon as possible having responded positively to the consultation on the design and plans. The improvements were desperately needed to improve the safety for cyclists, highlighting that many young people and children used was a very busy main road and that the area potentially had

the densest number of schools, colleges and nurseries in Cambridge. She also highlighted that the new restrictions in Mill Road would cause more traffic to come onto Cherry Hinton Road. In reply officers gave assurances that they were looking at all opportunities to fully fund the project on the basis that it was a strategic link. On a question of clarity one member asked whether the scheme would still go ahead as the funding was being taken away. The Chairman replied that he was committed to delivering the Project along with the Robin Hood roundabout but the issue was where the money would come from. The Member suggested that the Member raising the issue should also look at what funding the City Council could contribute towards it.

For clarification late on in the debate Councillor Moore stated that she was not suggesting that the Fendon Road roundabout should remain unfinished but was speaking to present the views of residents on priority safety works - she fully supported the scheme going ahead. She was pleased that both officers and the Chairman had stated that they were committed to its delivery, but reiterated that she was asking that the money to finish Fendon Road Roundabout was not taken from this particular project.

d) Mark Lawrence-Jones As a local resident who enjoyed cycling and lived near the roundabout

In introducing himself as a local resident who enjoyed cycling and who lived near the roundabout as he had a background in engineering he had taken a keen interest in the project having over the years taken steps to understand the project but had consistently found it difficult to gain what he believed was the correct data to justify its building having for a long time sought details of the cost benefits of the project. He referenced a presentation he had made in late 2018 at Shire Hall at which he suggested along with other concerned residents that the business case should be better defined.

In drawing attention to the large increase in costs of the Fendon Road roundabout project he questioned the safety reasons to justify the project, stating that they should be supported by appropriate cost benefit data and referenced a letter he had very recently received from a major Infrastructure officer replying to his request for the said data who he said confirmed that the project impetus had been the consultation responses in respect of safety concerns but that no records could be found for a cost benefit exercise having been carried out and suggested that there was still no data for projected accidents going forward. He also questioned what other projects had been approved without such an exercise being carried out.

His question was to ask whether members were aware that there had not been a defined costs and benefits exercise to justify the project when they approved the scheme.

A Member asked for clarity of whether he was aware of the significant international and especially European research that was available to support the safety of Dutch roundabouts. He responded that yes he had looked at the body of evidence and highlighted that there were two main types of Dutch roundabout with cycle paths and suggested that the one chosen for the project had seven times more accidents according to one report and therefore the evidence was not there regarding the safety benefits of the current roundabout project. A City Councillor who had spoken earlier highlighted that when the research paper that Mr Lawrence–Jones had cited in earlier debates had been looked into, it was found to be by an ex British national living in Holland whose argument was that he knew better than the Dutch on how to design such a roundabout.

In responding to the issues raised, officers highlighted that the Economy and Environment Committee approval in 2016 outlined the basis of funding the project and the aspirations to improve safety from the new roundabout design which was in response to the high level of concerns expressed by local residents responding to the consultation regarding the safety of cyclists on the existing roundabout and the fact that many people had stated that they were put off cycling due to the dangers they believed the existing roundabout posed. This had been reviewed at a strategic level which was beyond the economic benefits that a cost-benefit exercise would be able to measure, as it took into account encouraging as many people as possible to feel safe enough to switch to using bikes. Measures that could be looked at once implemented, would be to compare any collisions to the number of collisions that had taken place on the previous roundabout design as the target set out in the previous report was to reduce accidents to zero.

The challenges had been the infrastructure risks as set out in the report. How they had been identified in the programme would be looked at as learning lessons going forward, but it was highlighted that in terms of utility issues, these were risks encountered on all projects as the utility companies themselves did not have accurate records of where all their apparatus under the road network was. The estimated costs of a project at design stage often increased as more detail became available and costs could then be better refined. Officers were looking at the management of risk and how they were considered within a budget at an early stage and also what improvements could be made to keep the public better informed.

In further discussion:

- One Member in supporting the Fendon Road roundabout did not want to see any further delay in its implementation due to any budget shortfalls. He highlighted the success of the redesigned Radegund Road roundabout which had previously had an abysmal number of accidents and since its redesign he believed that the accident rate was now down to zero. *(Post Meeting Officer Note: the actual recorded injury collisions at the Radegund Rd roundabout were not available at Committee, having checked the records officers can clarify that there has been 2 recorded 'slight' injuries since it opened in 2015, with 27 injuries recorded in the 9 years prior to its completion).*
- He did not support switching funding from the Cherry Hinton Road Project as all three projects were interlinked and did not wish to see the whole project put in jeopardy. On that basis he could not support recommendation b)
- The Local Member for Queen Edith reminded the Committee that the project was not just concerned with cycling measures but pedestrian safety measures, including installing pedestrian crossing schemes. Referencing the time delays and the very large increase by a million pounds in costs on the Fendon Road roundabout she suggested that it was another example of a capital project whose costs had spiralled out of control putting in danger both the Cherry Hinton Road and Robin Hood schemes. She also highlighted that having spoken to other Councillor colleagues, the knock on effects extended to schemes earmarked for Fulbourn. She also cited the issues which had occurred with the construction of the Hills Road cycling scheme which was also as a result of utility issues, suggesting that there was a lack of knowledge of the risks when proceeding with projects and that there needed to be a better understanding of the cost and time risk for projects going forward. The Chairman in response assured the Committee that he had expressed similar concerns and that he had asked the Executive Director to bring forward a report to a future Committee on what improvements could be made in project management, as he agreed that the issues that had been raised in the discussion and the continued cost overspends on other capital projects were not acceptable.
- One Member asked whether the Council should be looking at compensatory costs being sought from utility companies when such delays and cost increases resulted from their inadequate records as seemed to happen on a regular basis with another example cited being Huntingdon Road. She considered this unacceptable and highlighted the need to make them more accountable. This was supported by another councillor as an issue that required further investigation as the utility companies were meant to be partners but were instead having a detrimental effect on Council projects.

From the concerns expressed in the debate around project management failures Councillor Manning proposed the following additional recommendation seconded by Councillor Taylor:

d) noting that officers are doing work on better time/cost estimates in future projects, ask that a report on that work is brought back to a future meeting of this committee as soon as possible.

In discussion on the amendment one Member while supporting it in principle, questioned whether it was being proposed on the right agenda item as the Chairman had already indicated that he had asked the officers to come back with a report along similar lines. The Chairman made clear that his discussion with the Executive Director was a request for a wider, comprehensive review of capital project management schemes undertaken throughout the County and this would be brought back at an appropriate time on its completion and could not support an amendment asking for the report to come back as soon as possible.

On being put to the vote the amendment was lost by 6 votes against (Councillors Connor, Fuller, Harford, Howell, King and Bates) to three in favour (Councillors Dupre, Manning and Taylor) with one abstention (Councillor Kavanagh)

Following this a vote was taken on the substantive recommendations as set out in the offices' report these were approved by nine votes in favour with one abstention (Councillor Kavanagh)

It was resolved by a majority to:

- a) note the issues that have been experienced on the Fendon Road project and their impact.
- b) approve the £304k reallocation of budget from within the overall programme to complete the construction of the Fendon Road roundabout, and
- c) approve construction of the Robin Hood junction improvements.

19. FINANCE MONITORING REPORT – TO END OF MAY 2020

The Chairman: agreed to take this report under the same Chairman discretionary powers as for the earlier Wisbech Access Report on the urgency grounds that it contained recommendations to be agreed by the Committee which then needed to be passed on to the General Purposes Committee. The reason for lateness being that it could not be finalised at the time of the original agenda publication.

The report was presented to provide the Committee with an opportunity to note and comment on the financial position as at the end of May, and agree the revised 2020/2021 capital budgets.

The main highlights were that:

- Place and Economy as a whole is forecasting a bottom line revenue overspend of £3.6m.
- £5.2m of forecast pressures was attributable to the impacts of Covid-19, the majority of the pressures being from the loss of income which was used to fund existing services. The pressures and the assumptions on the recovery profile of income were being closely monitored and regularly reviewed. Offsetting the Covid-19 pressures was a £1m underspend on street lighting from a one off negotiated contract settlement relating to penalties during the Private Finance Initiative (PFI) contract implementation period, and an underspend on waste.
- The capital budgets had been approved as part of the Business Plan but since then the budgets had been updated to reflect the carry-forwards from previous financial year, re-profiling of budget to reflect expected expenditure patterns, and funding changes. Appendix 8 of the Report provided a breakdown of all the changes, with the Committee asked to confirm their support and refer them to General Purposes Committee for approval.

Issues raised included:

- A member asking for more details regarding the one off negotiated contract settlement relating to penalties on the Private Finance Initiative (PFI) contract Street Lighting and whether it achieved what officers had hoped for in terms of the settlement amount being reasonable. It was explained that it was a historic issue and reflected the early part of the Street Lighting Contract and the fact that the contractor had not carried out sign and bollard cleaning and electrical testing as stipulated in the contract. The settlement had been considered very favourable achieving 90% of the maximum amount that could be claimed and it is likely this is more than would have been secured if it had been pursued through a dispute resolution process where the size of any settlement would have been considerably reduced by the legal fees that would have been incurred.
- As it had been put on pause during the Covid19 crisis a Member asked whether there was as yet any identified end date for applications to be made to the Local Highways Initiatives Schemes (LHI). No date had yet been set as officers were currently looking at the resource implications, taking into account Covid and the current focus on the Active Travel Fund, as the project would be using the same staff resources with the Chairman reminding Members that staff were only starting to come back from redeployment. It was hoped to finalise the position in the next two weeks with officers agreeing a date was

required as soon as possible. The Member agreed, highlighting that Parishes needed a reasonable time to submit schemes if they had not yet done so already, and therefore it was essential to communicate the date to them as soon as possible.

It was resolved unanimously to:

- a) confirm support for the capital budget changes as detailed in Appendix 8 and refer them to General Purposes Committee for approval and,
- b) Review note and comment upon the report.

20. COVID-19 UPDATE REPORT

Given the rapidly changing situation and the need to provide the Committee and public with the most up to date information possible the Chairman has agreed to accept this as a late report on the following grounds:

1. Reason for lateness: To allow the report to contain the most up to date information possible.
2. Reason for urgency: To enable the committee to be briefed on the current situation in relation to the Council's response to Covid-19 for those service for which it is responsible.

The Committee received the most recent iteration of the Council's response to the COVID-19 pandemic. In discussion Committee Members raised a number of issues relating to the key highlights set out in section 3 including the following:

- Referencing paragraph 3.1 and the provision of Active Travel measures to provide temporary cycle and pedestrian infrastructure one member raised concerns that so far local Members had received more consultation on Greater Cambridge Partnership (GCP) schemes rather than the County Council schemes and it looked as if the County Council was lagging behind in implementing them. It was explained that GCP had less schemes to be implemented with County Council officers having spent the previous week prioritising schemes and that consultation would be beginning in the week, while highlighting that due to the need to deliver the schemes within 8 weeks, the consultation would necessarily have to be very limited.
- The same Member raised the issue regarding a desire that blue badge holders should be permitted to go through the bus gates on the Mill Road closure and while he understood that there were technical details, was concerned at the continued delay as he believed they should have been sorted by now. In response it was explained that the issue was not specific to the Mill Road closure but the reason why they were not given an exemption currently was that the blue badge was issued to an individual not a vehicle which made it difficult in term of using registration number recognition cameras and was therefore an enforcement concern. More work needed to be

undertaken to make it practicable which would also require a change of policy necessitating a report to come back to Committee.

- One Member highlighted with extreme concern the second from last bullet on page 3 reading '*Traffic levels continue to increase further following the opening of all non-essential retail and are now close to 70% of pre Covid levels*' making the point that many had hoped the reduction in traffic would have been for longer as many people were still furloughed. She asked what action was being taken to discourage people from going back to cars. Officers agreed it was disappointing and officers would be looking to redouble action on measures such as Active Travel and undertaking a communications campaign to reassure the public that using public transport was safe. Central Government's message had been that public transport was not safe which was why some people had taken up travelling by car again and therefore explanation was required to counter this and explain how it was safe to travel on public transport. The Officer recognised that if traffic levels rose to their previous levels it would be difficult to get people out of their cars.
- Another Member also referencing the update paragraphs under 3.1 in thanking officers for the Mill Road closure highlighted that one aspect that had not happened had been the installation of Automatic Number Plate Recognition (ANPR) cameras which tended to discourage people from entering as so much was down to individual behaviour and some cars were still crossing the bridge putting pedestrians and cyclists at risk even with signs on both sides of the road. He therefore asked officers to provide an exact date when the camera would be installed backed up by robust signage. In response 9th July was the date given for the cameras and 13th July for the signs. The latter unfortunately while already ordered, would not be available at exactly the same time.
- Another member on 3.1 raised the issue of safety zones around schools highlighting that the report referred to 15 expressions of interest to date having been received within Cambridgeshire seeking clarification of what this meant and also asking if officers were disappointed as the number, as it was for the whole County seemed low. All schools had been contacted via the Education department. It was not considered disappointing as currently different schools had different pressures but over next few weeks there was an expectation that there would be an increased level of interest as schools caught up with all their paperwork.

It was resolved to:

Note the progress made to date in responding to the impact of the Coronavirus

21. HIGHWAYS AND TRANSPORT COMMITTEE AGENDA PLAN

During discussion of the item the Chairman reminded Councillors Taylor and Kavanagh that concerning the new Cambridge City Local Highways Initiative (LHI) Panel as highlighted at the last meeting, officers were waiting to receive the names

of the Councillors to sit on. It *(Note: Four Labour and three Liberal Democrat councillors were required)*

The Committee received the Committee's forward agenda plan.

It was resolved to:

- a) Note the agenda plan with the following additions:

September 15th

- Local Cycling and Walking Infrastructure Plan
- Coldham's Lane Roundabout
- A141 Study
- Cambridgeshire County Council CC Future Transport Priorities
- March Study

December 1st.

- Lancaster Way Consultation outcome.

- b) To ask officers in consultation with the Chairman to programme into the Plan the following additional reports:

- the results of the review lessons to be learnt from recent over run time / money Projects in respect of future project management best practice.
- Progress Update Report on Wisbech Access Project.

- c) To note that the August meeting had been cancelled but would be replaced by a short virtual seminar on Winter Gritting specifically aimed at new members to the service area starting at 10 a.m.

Chairman
September 2020



**MINUTES
ACTION LOG HIGHWAYS AND TRANSPORT COMMITTEE**

Introduction:

This action log as at 7th September **2020** captures the actions on service actions within the remit of this Committee including that are still ongoing on-going from the dis-established Highways & Infrastructure and Economy and Environment Committees. This log updates Members on the progress on the compliance in delivering the necessary actions.

MINUTES OF HIGHWAYS AND INFRASTRUCTURE COMMITTEE 16TH JANUARY 2018					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
45.	Minutes and Action Log – Skanska Enhanced Pothole Repair Service	Graham Hughes / Richard Lumley	Discuss with Skanska the feasibility of offering an enhanced pothole repair service.	Part of a wider, longer term piece of work looking at possible delivery models (including future funding) for highway services. Given the current COVID situation, delivery of work is currently being reassessed and re-programmed. Whilst repair standards are now back to normal, resources are currently focussed on the delivery of road space reallocation work and recovery of urban centres. The Service remains under capacity due to redeployment	On Hold This action is on hold with the aim of revisiting later in the year.

				whilst Skanska are not yet back to operating at full capacity regarding resource.	
MINUTES OF HIGHWAYS AND INFRASTRUCTURE COMMITTEE 9TH JULY 2019					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
123.	Finance and Performance Report – May 2019 – A14 Legacy	Steve Cox	Suggested that a report was brought to the Committee every six months regarding the legacy of the A14. All local members impacted could be consulted.	Discussions are ongoing with Highways England about this and the de-trunking of the existing A14. A Member queried when this report would be presented to the Committee. Officers stated they would add this report to the forward agenda plan for the new Highways and Transport Committee.	IN PROGRESS – update scheduled for the November meeting
124.	Road Casualty Data Annual Report a) Progress report on CRASH training received by Police officers.	Matt Staton	Requested that a training progress report be brought back to the Committee from the Road Safety Partnership Board regarding the CRASH training received by Police officers.	CRASH was picked up in the Road Safety Partnership strategy paper that was brought to committee in July 2020 including adjustment of historical trend figures etc.	COMPLETED
124.	Road Casualty Data Annual Report b) Road Safety Research Project Loughborough	Matt Staton	The Chairman commented that the findings of the research project regarding likely collision sites being undertaken with Loughborough University could	Matt Staton to liaise with Loughborough University in relation to published outputs from the project. The information was to be presented to a Members	ON HOLD

	University - regarding likely collision sites		be brought to the committee for information and comment.	Seminar. Due to the lockdown restrictions Group Leaders have currently suspended the Member Seminar Programme	
MINUTES OF HIGHWAYS AND INFRASTRUCTURE COMMITTEE 4TH DECEMBER 2019					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
146. See also 311b)	Finance Monitoring Report – October 2019	Graham Hughes/ Richard Lumley	Concerns were raised regarding the perceived inequitable nature of the Local Highways initiatives (LHI) bid process to some parts of the County. Officers to establish whether it was possible to resolve the anomalies found within this process.	A review of the LHI process was started pre COVID-19 and a discussion held with members in March 2020. The review remains paused due to the Highway services ongoing response to Covid. Although staff have returned from redeployment, attention has shifted to delivery of the active travel fund. This programme of work is time critical and therefore project resource has been re-tasked to support delivery of these schemes.	ON HOLD

MINUTES OF ECONOMY AND ENVIRONMENT COMMITTEE 5TH MARCH 2020

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
311.	INTEGRATED TRANSPORT BLOCK (ITB) FUNDING ALLOCATION PROPOSALS				
a)	Reducing length of LHI Panel meetings making decisions on individual schemes	Action: Richard Lumley	Concerns were raised by members and the Chairman Cllr Bates regarding the length of time panels were expected to meet to make decisions, citing a panel meeting of over 11 hours which was not seen as being efficient. There was a request that this should be reviewed and improvements suggested initially for consideration by the Chairman and Vice Chairman.	An e-mail response was sent to E and E Committee on 25 th March explaining that ordinarily the Local Highways Initiatives (LHI) panel meetings are held over two days where there are large numbers of applications for the panel to review. This year there was an issue with Member availability in a couple of the areas, with members cancelling at short notice. This left a small window to re-arrange the panels before the March Highways & Infrastructure Committee, at which the prioritisation lists were to be approved. Officers worked with local members to agree new dates and times, taking on board the member preference to hold panels in one sitting rather than across two days.	

				<p>On hold – The review remains paused due to the Highway services ongoing response to Covid. Although staff have returned from redeployment, attention has shifted to delivery of the active travel fund. This programme of work is time critical and therefore project resource has been re-tasked to support delivery of these schemes.</p>	<p>ACTION ON HOLD</p>
<p>b)</p>	<p>Review of scoring criteria to help review to achieve more equitable distribution of funding across the County.</p> <p>See also 146b raised at former H and Committee in December 2019.</p>	<p>Action: Elsa Evans / Andy Preston</p>	<p>A number of Fenland schemes had been put forward but on scoring against the criteria, they had received low scores. Officers were asked to look into how a more equitable distribution of funding across the region could be achieved in the future including rural isolation weighting. Further to this, the Committee requested that officers review the current criteria for ways to improve its equitability and come back initially to the Chairman and Vice Chairman with any proposed amendments.</p>	<p>A response was sent on 26th March 2020 explaining that officers' intention was to review the ITB prioritisation methodology in the summer in advance of prioritisation in the autumn for the 2021/22 funding allocation. Review would then be reported to the Chairman and Vice-Chairman later in the summer for their initial consideration, with any changes to the criteria to be the subject of a report back to Committee. The review is expected to take place at the next Chairman and Vice Chairman briefing on 8th September 2020 and will be taken from there.</p>	<p>ACTION ONGOING</p>

MINUTES OF HIGHWAYS AND INFRASTRUCTURE COMMITTEE 7TH MAY 2020

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
173.	Cambridgeshire County Council's Response to Covid-19 Updated List of roads requiring repair as result of A14 works	<i>Graham Hughes / Richard Lumley</i>	Query on whether the Council were asking Highways England to repair local roads damaged by the work on the A14 as the roads were quieter. The Service Director for Highways and Transport stated that he would circulate an updated list of the roads needing to be repaired to the Committee.	A List of locations has been produced, pulling together feedback from County Councillors and those sites identified by the Highway Maintenance team. This list has been shared with Highways England (HE) and is currently being reviewed by the HE project team.	ACTION COMPLETED

MINUTES OF HIGHWAYS AND TRANSPORT COMMITTEE 16TH JUNE 2020

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
5.	A10/ A142 ROUNDABOUT / LANCASTER WAY ROUNDABOUT IMPROVEMENTS	Chairman in consultation with Officers.	Write to the Cambridgeshire and Peterborough Combined Authority (CPCA) to bring to the attention of the A10 Project Board the vital importance of pedestrian and cycling infrastructure within their proposed designs	A draft was prepared and sent to the Chairman on 3 rd September.	ACTION ONGOING

8.	COVID 19 UPDATE REPORT	Steve Cox	Members requested a breakdown of the numbers of staff that had been redeployed during the pandemic, and where they had been re-deployed to in order to gain an understanding of capacity within the directorate.	65 officers were redeployed from Place and Economy and by the end of June 48 Officers had returned to the department with 17 officers still deployed supporting the Covid -19 Response. An update at 26 th August showed only three staff were now still redeployed supporting Covid 19 activity being co-ordinated by the Hub.	ACTION COMPLETED
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MINUTES OF HIGHWAYS AND TRANSPORT COMMITTEE 7TH JULY 2020

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
15	WISBECH ACCESS STRATEGY PHASE 1 DELIVERY	Andy Preston	Request for another local County Council Member Councillor King to be added to the Steering group due to the amount of housing growth in his electoral division	The Constitution has been changed and Councillor King has now been added.	ACTION COMPLETED

16.	CAMBRIDGESHIRE AND PETERBOROUGH ROAD SAFETY PARTNERSHIP STRATEGY a) Wider Distribution of Strategy	Matt Staton	a) Strategy should be circulated to all District, Town and Parish Councils and other identified interested parties.	A wider distribution will be undertaken in October as part of a coordinated communication across partners related to the new strategy	ACTION ONGOING
	b) Peterborough and Hinchingsbrooke Hospitals	Action: Matt Staton	b) Referencing that Addenbrooke's Hospital was a major trauma centre, the Chairman asked where Peterborough and Hinchingsbrooke Hospitals fitted in and asked the officer to provide a written response outside of the meeting.	This was discussed and clarified with the Chairman following the meeting. A written response was therefore no longer required.	ACTION NO LONGER REQUIRED
OUTSIDE BODIES DELEGATED AUTHORITY APPROVALS BETWEEN MEETINGS					
Parking and Traffic Regulations Outside London Adjudication Joint Committee (PATROL) & Bus Lane Adjudication Joint Committee (BLASJC) As there was still a vacancy on the above outside organisation committees following Councillor McGuire's resignation, due to his Chairman of the Council commitments and as an appointment was unable to be made at the June meeting,, Councillor Amanda Taylor the current substitute, was approached to enquire whether she would be interested in taking over as the main Council appointment. Having obtained her agreement and to avoid any further delay, the Executive Director in consultation with the Chairman and Vice Chairman exercised the discretion granted by the Committee to make appointments between meetings to					

appoint Councillor Taylor as the Council's main representative.	
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WINTER SERVICE PLAN 2020/21

To: **Highways and Transport Committee**

Meeting Date: **15 September 2020**

From: **Steve Cox, Executive Director, Place and Economy**

Electoral division(s): **All**

Forward Plan ref: **2020/037** *Key decision:*
Yes

Purpose: **To inform Committee of the Winter Service Plan for the 2020/2021 winter season.**

Recommendation: **To approve the Winter Service Plan for the 2020/2021 winter gritting season.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Jonathan Clarke	Names:	Cllr Ian Bates / Cllr Mark Howell
Post:	Highway Maintenance Manager	Post:	Chair / Vice Chair, Highways & Transport
Email:	Jonathan.clarke@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk Mark.howell@cambridgeshire.gov.uk
Tel:	07775 674297	Tel:	01223 706398

1. BACKGROUND

- 1.1 Cambridgeshire County Council, in its role as Highway Authority has a statutory duty under the Highways Act "to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice".
- 1.2 The winter service operations of Cambridgeshire County Council are jointly provided by Skanska and Cambridgeshire County Council, under the Cambridgeshire Highways umbrella. The operation deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as exceptional weather events.
- 1.3 Although a specialised area, the Winter Service is a significant aspect of network management both financially and in terms of its importance to road users. It can also have significant environmental effects.
- 1.4 The production and adoption of this Winter Maintenance Policy and Operational Plan establishes how the County Council is able to demonstrate that the current legal obligations are being met, and being done so in a way which ensures that resources are deployed in the most economic, efficient, effective and environmentally friendly manner.
- 1.5 The winter plan is reviewed on an annual basis to ensure changes in network length, new developments, budgetary changes, resource pressures and revised legislation are taken into account. The plan also provides the county council's defence in the event of claims.
- 1.6 The 2020/21 budget for delivering the winter service is £2.664m.

2. MAIN ISSUES

- 2.1 Cambridgeshire Highways currently grits approximately 44% of the highway network. This comprises primary and secondary routes, the Guided Busway, cycleways and foot bridges. An interactive map is available on the [county council website](#) and maps are included within the plan (see source documents at the end of this report).
- 2.2 Primary routes are sections of the network which serve as major connecting routes for communities and allow the majority of users to commute and access essential services across the County. Secondary routes are those gritted in addition to primary routes when there is a forecast of a prolonged cold spell, where road surface temperatures fall below zero or when snowfall is forecast as and when resources allow.
- 2.3 The county is split into three weather domains and forecasts are received for each domain. The use of domains means that we do not automatically grit across the county if only one area reaches the trigger point to go gritting. This allows for a much more efficient and cost effective approach. The decision to grit is currently made by a team of County and Skanska staff, who have been trained and are fully certified to the IHE (Institute of Highway Engineers) Winter Service Decision Making Course.
- 2.4 The details of the domains are shown within the plan, indicating the boundaries with the County. The three domains are North and East, South and West and finally City.

- 2.5 The council has a fleet of 37 gritters, which are leased from ECON as part of a seven year agreement. The agreement with ECON is currently in its 6th year. Skanska are responsible for providing the drivers and generally there are two drivers per gritter. Each gritter is assigned one route and each route is required to be completed within 2.5 hours.
- 2.6 Cycleways are covered by our quad bikes but also some gritters grit cycle paths which are alongside roads.
- 2.7 Each year during September we write to all the Parish Councils in Cambridgeshire promoting the winter volunteer scheme. Those that sign up to the programme will identify footpaths and dedicated cycleways that they would like gritted in freezing weather, for example, outside a school or a shop, and we support them in this through supplying equipment and training. Once a risk assessment form is completed the volunteers are covered by our insurance for working on the Highway. Currently there are approximately 52 winter volunteers from 22 parishes across the county. Salt is typically supplied to the volunteers in strategically placed grit bins. There are approximately 850 grit bins within Cambridgeshire that we replenish every year.
- 2.8 Future challenges include the ability to accommodate the increasing length of highway network arising from new infrastructure and developments as part of the growth agenda. Discussions are currently underway with Highways England to understand when new roads will be handed over to the county council as part of the A14 project and therefore at which point these roads will need to be included in our winter plan.
- 2.9 Work to procure the new gritting fleet has commenced, to ensure continuity of resource in the County. The current contract ends 1st May 2022 and a report will come to this committee to seek approval to award the replacement contract in due course.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

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

4.2 Thriving places for people to live

Maintaining a safe Highway network during the winter season enables safe movement between and within communities provides a positive contribution to this priority.

4.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

The 2020/21 budget for delivering the winter service is £2.664m.

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

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

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

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

5.4 Equality and Diversity Implications

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

5.5 Engagement and Communications Implications

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

5.6 Localism and Local Member Involvement

22 parishes consisting of 52 volunteers attended training in 2019/20 and are insured to grit agreed footways in their parish. These volunteers were given the opportunity to confirm contact information, request personal protective and gritting equipment that they did not have available and provide feedback on the volunteer programme.

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

Huntingdonshire and East Cambridgeshire District Councils, Cambridge City Council, and

Huntingdon Town Council continued to treat areas using equipment and salt provided by the county council during serve weather in the winter period.

5.7 Public Health Implications

By maintaining the Highway network in a safe condition during the winter period which may subsequently contribute to reducing the risk of accident injuries on the network.

Implications	Officer Clearance
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: Gus de Silva
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 McMillian
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: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
<p>Cambridgeshire County Council Highways Winter Service Operational Plan 2020-2021</p> <p>https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/gritting-roads-cycleways-and-paths/</p> <p>Winter Maintenance Training Session on the 11th August 2020 for Highways & Transport Committee members.</p> <p>The presentation and Zoom meeting recording has been uploaded onto Camweb and can be accessed using the link below:</p> <p>https://cccandpcc.sharepoint.com/sites/CCCMembersandDemocraticServices/Shared%20Documents/Forms/AllItems.aspx?viewid=9b438db7%2D9e43%2D4d8f%2D8a93%2Dd14d080dfa28&id=%2Fsites%2FCCCMembersandDemocraticServices%2FShared%20Documents%2FCommittee%20Training%20Sessions%2FHighways%20%26%20Transport%20Committee%2F200811</p>	<p>Appendix A</p> <p>Online</p> <p>Online</p>

Cambridgeshire County Council Winter Service Policy and Operational Plan



2020 – 2021

Winter Service Operational Plan

Cambridgeshire County Council

September 2020

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

Document history

Revision	Purpose/description	Originated		Reviewed	Authorised Date
Rev 3	Annual Update				

Change Log

Rev	Section	Description	Date

Sign Off

Name	Signature	Date
Richard Lumley Assistant Director		
Jonathan Clarke, Highways Maintenance Manager		
Dennis Vacher District Highways Maintenance Manager		

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- F County Council Gritters & Loading Shovels
- G Winter Service Duty Rota
- (Any reference to 'Appendix H' refers to 'Winter Service Practical Guidance')**
- I Cross Boundary Arrangements with Other Authorities
- J Gritting Routes – Precautionary Network (P1 and P2)
- K Footway Bridges, Foot paths and Cycle ways.
- L Reduced Network (P1 only)
- M Secondary Gritting Routes (P3)
- N Vaisala Data Quality and Data Calibration Tests
- O Snow Clearing at Railway Level Crossing

1. Document Circulation List

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

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

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2. Introduction

2.1. Background

The winter service operations of Cambridgeshire County Council are jointly provided by Skanska and Cambridgeshire County Council.

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

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

3. Key Issues

3.1. Legal

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

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

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

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

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

3.2. Policy and Guidance

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

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

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

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

3.3 Resource

Cambridgeshire County Council have a contractual arrangement with Skanska in providing aspects of the winter service including qualified drivers and

supervision.

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

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

3.4. Risk and Resilience

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

3.5. Salt Stock Level Management Systems.

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

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

3.6. Environmental Implications

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

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

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

3.7. Equalities Impact

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

4. Decision Making Process and Control Procedures

4.1. Introduction

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

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

4.2. Responsibilities

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

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

4.3. Treatment Decisions

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

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

4.4. The Roles of the Forecaster and the Decision Maker

The forecaster notifies the decision-maker of expected conditions, along with any estimated time when conditions will change. It is not the job of the decision-maker to forecast weather conditions but to interpret the forecast into a plan of action. Nor is it the job of the forecaster to recommend actions for the County Council.

The decision-maker needs some knowledge of meteorology to understand the forecast. Decision Makers and Managers need to have completed Institute of Highway Engineers Winter Services Decision Making Course. There will be occasions when the forecast is uncertain, or marginal, leading the decision-maker to liaise directly with the forecaster. It is the forecaster's job to advise

the decision-maker about possible weather scenarios and help to interpret the weather information.

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

4.5. Situation Status

Five different situations are covered by these procedures:

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

Each of these will be a different “situation status”. It is the responsibility of the Highway Maintenance Manager to check and record the current situation status on a daily basis.

4.6. Daily Procedures

The Decision Maker and Deputy Decision Maker (Decision Makers) will interrogate “Road Master” at 1200 – 1400hrs each day and make a decision to cover the 24-hour period covered by the forecast. The decision will cover winter service actions required during the period or where conditions are uncertain specify a time by which a further decision will be made.

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

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

It is the responsibility of the Decision Makers is to be available to receive instructions and undertake actions as required on a twenty-four hour basis. Any concerns about the decision should be raised with the Assistant Director of

Highways.

The Service Provider shall have arrangements in place to receive the instruction via Vaisala Manager and a phone call from the decision makers.

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

4.6.1. Updated and Amended Decisions

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

4.6.2. No Action Required

When the decision maker believes that the treatment of the network is not necessary the Service Provider will be sent email informing them "No Action required" and a phone call from Skanska.

4.6.3. Precautionary Salting (P1 and P2)

4.6.4. Actions Required for Precautionary Salting

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

"Pre-Salt"

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

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

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

Guidance Note:

1. *Unless specified by the Decision Makers "pre-salt PM" operations shall commence no earlier than 1800hrs. Roads identified as traffic sensitive (as identified by the Traffic Manager) shall*
2. *Commence no earlier than 1900hrs on weekdays.*
3. *Unless specified by the Decision Maker "pre-salt AM" operations shall be completed by 0700hrs under normal traffic conditions*

4.6.5. "Standby"

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

confirmation will be issued by.

4.6.6. Re-treatment after a Precautionary Action

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

4.6.7. Press Reporting Policy

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

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

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

i) Cambridgeshire Police Control Room

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

ii) The public and Town / Parish Councils

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

- Scope of problem, e.g. number and severity of reported accidents.
- Availability of resources, e.g. are winter maintenance vehicles already out salting the Priority 1 network?
- Time of request from Police.
- Time needed for a vehicle to attend and treat the site.

- Whether road surface temperatures (RSTs) are expected to remain below zero for some time.
- Time RSTs are expected to rise above zero.
- Expected precipitation.

It is important all decision are logged via Viasala Manager.

4.8. Snow Desk

During periods of extreme snow events the Snow Desk convenes snow

summit meetings to ensure proper coordination and communication of decisions.

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

4.8.1. Response to Snow Forecast

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

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

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

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

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

4.8.2. Un-Forecast Snow

In the event of completely un-forecast snow in any area the decision maker should take appropriate action as soon as is practicable and notify Skanska of the action taken and prevailing conditions. The Decision Maker will then issue appropriate instructions for the remaining areas including changing the situation status as necessary.

4.8.3. Snow Clearance and Ice Emergency

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

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

Cambridgeshire Emergency Management Team to provide support staff and

arrange a helpline team.

The Emergency Management Team would:-

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

4.9. Railway Level Crossings

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

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

5. Service Provision

5.1. Winter Maintenance Period

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

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

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

Spread rates for precautionary treatments before frost are replicated below.

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

(Taken from the Treatment Table in Appendix A)

Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness	Normal spread rates
RST at or above -2°C and dry or damp road conditions	8
RST at or above -2°C and wet road conditions	8
RST below - 2°C and above -5°C and dry or damp road conditions	11
RST below - 2°C and above -5°C and wet road conditions	20
RST at or below - 5°C and above -10°C and dry or damp road conditions	20
RST at or below - 5°C and above -10°C and wet road conditions	

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

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

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

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

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

5.3. Treatments for Snow and Ice

Preparation before ice and snow

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

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

Precautionary Treatments before snow or freezing rain

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

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

5.4. Treatments during snowfall

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

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

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

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

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

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

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

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

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

5.7. Treatment for thicker layers of ice or compacted snow

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

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

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

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

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

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

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

6. Performance Monitoring and Record Keeping

6.1. General

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

6.2. SKANSKA Operations

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

6.3. Salting /Snow Clearing Decision Making

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

6.4. Operational Activities

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

6.5. GPS Records

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

6.6. Forecasting Service

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

6.7. Record Keeping

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

7. Route Hierarchy

7.1. Introduction

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

7.2. Priority Network

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

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

The Priority 1 network is therefore defined as:-

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

7.3. Priority Network

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

The Priority 1 network is defined as all A and B class (category 2 and 3a) roads, most C class (category 3b) roads and some UC class (category 4 and 4a) roads. It includes busy peak hour commuter routes, main peak hour bus routes, routes to fire stations, ambulance stations, hospitals, and most but not all school bus routes and roads past all middle and upper schools. The Guided Busway is included within the Priority 1 network. The complete Priority 1 network has been devised so that most villages of 500 plus residents are close to a treated road.

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

The Priority 1 network is detailed at Appendix L.

7.4. Priority Network

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

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

Priority 1 network.

The Priority 2 network is detailed at Appendix J.

7.5. Priority 3 Network

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

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

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

The Priority 3 network is detailed at Appendix M.

7.6. Footways (including pedestrianised areas) and Cycle ways

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

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

- Quad bike, brine sprayer and Epoke spreader
- Knapsack sprayer
- Push spreader/sprayer
- Manual means

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

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

7.7. Cambridge Bridges

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

During periods of prolonged cold weather, when precautionary salting is undertaken on consecutive days, the relevant Network Management Officer will monitor conditions on the selected bridges. As salt retention on the bridge deck and ramps is likely to be greater than on a normal carriageway, consecutive salting may be suspended if monitoring shows that sufficient residual salt is retained to protect the routes from frost.

7.8. Rising Bollard Barrier Operation in Cambridge City

In central Cambridge a pedestrian priority area operates 24 hours a day, 7 days a

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

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

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

Bridge Street (heading in and out of the City)

The only remaining site with rising bollards is Station Place.

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

Electronic tag operation:

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

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

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

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

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

7.9. Road Closures

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

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

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

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

8. Weather Forecasts and Ice Detection Systems

8.1. Weather Forecast

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

8.2. Vaisala Detection System

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

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

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

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

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

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

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

8.3. Vaisala Outstation Calibration

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

9. Communications

9.1. Operational Communications

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

Inter Departmental Communications

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

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

9.2. Cambridgeshire County Council

Website: www.cambridgeshire.gov.uk

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

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

#grittertwitter on Twitter @CambsCC 

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

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

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

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

9.3. Publicity

It is important that the highway user is aware of and understands Cambridgeshire County Council's approach to winter maintenance, plus advice on how to prepare for and undertake a vehicular journey. Likewise for pedestrians, how to prepare to walk on footpaths that may be icy, even to refrain from walking wherever possible in severe winter weather

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

9.4. Media Communications

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

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

9.5. Press Reporting Policy

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

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

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

10. Winter Maintenance Depots and Salt Stocks

10.1. Table of Depots and Salt Stocks

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

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

11. Salt and Salt Bins for Community Use

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

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

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

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

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

List of Bin Locations see Appendix B.

11.2. Grit/Salt Bins

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

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

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

11.2.2. Location of Roadside Grit/Salt Bins

Grit/salt bins shall only be located with the agreement of the Local Highway Officer, usually at hazardous sites on the non-precautionary network, e.g. steep gradients, sharp bends or areas where there is history of poor surface water drainage or ponding. This will be reviewed annually.

11.2.3. Providers of Grit/Salt Bins

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

11.2.4. Replenishment of Salt to Bins

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

12. Advice on Snow Clearance for Parish Volunteers

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

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

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

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

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

12.1.1. Stand Down

When weather conditions moderate or improve, arrangements for stand down to be notified by the Decision Maker and Deputy Decision Maker.

12.1.2. Clear the snow or ice early in the day

It's easier to move fresh, loose snow rather than hard snow that has packed together from people walking on it. So if possible, start removing the snow and ice in the morning. If you remove the top layer of snow in the morning, any sunshine during the day will help melt any ice beneath. You can then cover the path with salt before nightfall to stop it refreezing overnight.

12.1.3. Prevent slips

Pay extra attention to clearing snow and ice from steps and steep pathways - you might need to use more salt on these areas. Use salt or sand – not water.

Don't make the pathways more dangerous by causing them to refreeze. If you use water to melt the snow, it may refreeze and turn to black ice. Black ice increases the risk of injuries as it is invisible and very slippery. You can melt snow or prevent black ice by spreading some salt on the area you have cleared. You can use ordinary table or dishwasher salt – a tablespoon for each square metre you clear should work. Don't use the salt found in salting bins – this will be needed to keep the roads clear. Be careful not to spread salt on plants or grass as it may damage them. If you don't have enough salt, you can also use sand or ash. These won't stop the path icing over as effectively as salt, but will provide good grip underfoot.

12.1.4. Take care where you move the snow

When shovelling snow, take care where you put it so it doesn't block people's paths or drains. Make sure you make a path down the middle of the area to be cleared first, so you have a clear surface to walk on. Then shovel the snow from the centre of the path to the sides.

12.1.5. Offer to clear your neighbours' paths

If your neighbour will have difficulty getting in and out of their home, offer to clear snow and ice around their property as well. Check that any elderly or disabled neighbours are alright in the cold weather. If you're worried about them, try contacting their relatives or friends, or if necessary your local council.

12.2. Snow Clearing – Sub-Contractor & Farmers

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

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

13.1. Cross Boundary Arrangements with Other Authorities

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

14. Responsibility of Water Utilities for Leaks onto the Highway

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

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

14.2. Procedure

On discovery of leaks or bursts on the Highway

It is anticipated that members of the public would notify the majority of leaks directly to the relevant utility. Any leaks found by the highway authority or its agents whilst carrying out their duties shall be reported immediately to the relevant utility. Should this be during a period of sub-zero RSTs, or where sub-zero

RST's are anticipated, then the highway authority or its agent are obliged to take suitable action until the utility can assume control of the site.

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

Dealing with the water seepage

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

Signing and protecting

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

Recharging for works or assistance

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

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

15. Vehicles and Plant

15.1. Introduction

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

15.2. Winter Maintenance Fleet

All vehicles that are used for spreading salt utilise Exactrak GPS vehicle tracking software so that documentary evidence of what a vehicle is doing at any one time can be accessed. Data recorded during a salting action are; speed, whether salting or not, direction of travel and GPS location, all at 5 minute intervals.

All salt spreading vehicles are speed related and calibrated accurately. Additional checks on the rate and width of spread are carried out mid-season.

All vehicles are single manned during normal precautionary salting and post salting

for ice.

To ensure that sufficient drivers are available to cover for 24 hour manning in times of severe weather, three drivers are provided for each route.

All operatives of salt spreading equipment will be in possession of the 'Winter Maintenance Operators Qualification' awarded by City and Guilds Institute.

For a list of county gritters and loading shovels see Appendix F.

Appendices

Treatment Matrix Tables

Treatment Matrix A Spreading Rates (Appendix H - Winter Service Practical Guidance)

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

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

Key:

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

Traffic: HT = High level, MT = Medium Level

Loss: NL = Normal loss, HL = High loss

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

CCC will operate under Treatment Matrix Column K unless instructed otherwise.

Treatment Matrix B Spreading Rates

(Appendix H - Winter Service Practical Guidance)

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

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

Key:

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

Traffic: HT = High level, MT = Medium Level

Loss: NL = Normal loss, HL = High loss

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

CCC will operate under Treatment Matrix Column K unless instructed otherwise.

Ice Station Locations and Details of Provider

DTN
292 Vauxhall Bridge Road
London
SW1V 1AE

Tel: 02038 683 300
Fax: 02038 683 309

www.DTN.com

Provider of weather stations (Ice Station) and bureau service

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

Tel: 0121 683 1269

www.vaisala.com
ice.technical.support@vaisala.com

Attached details of daily forecast

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

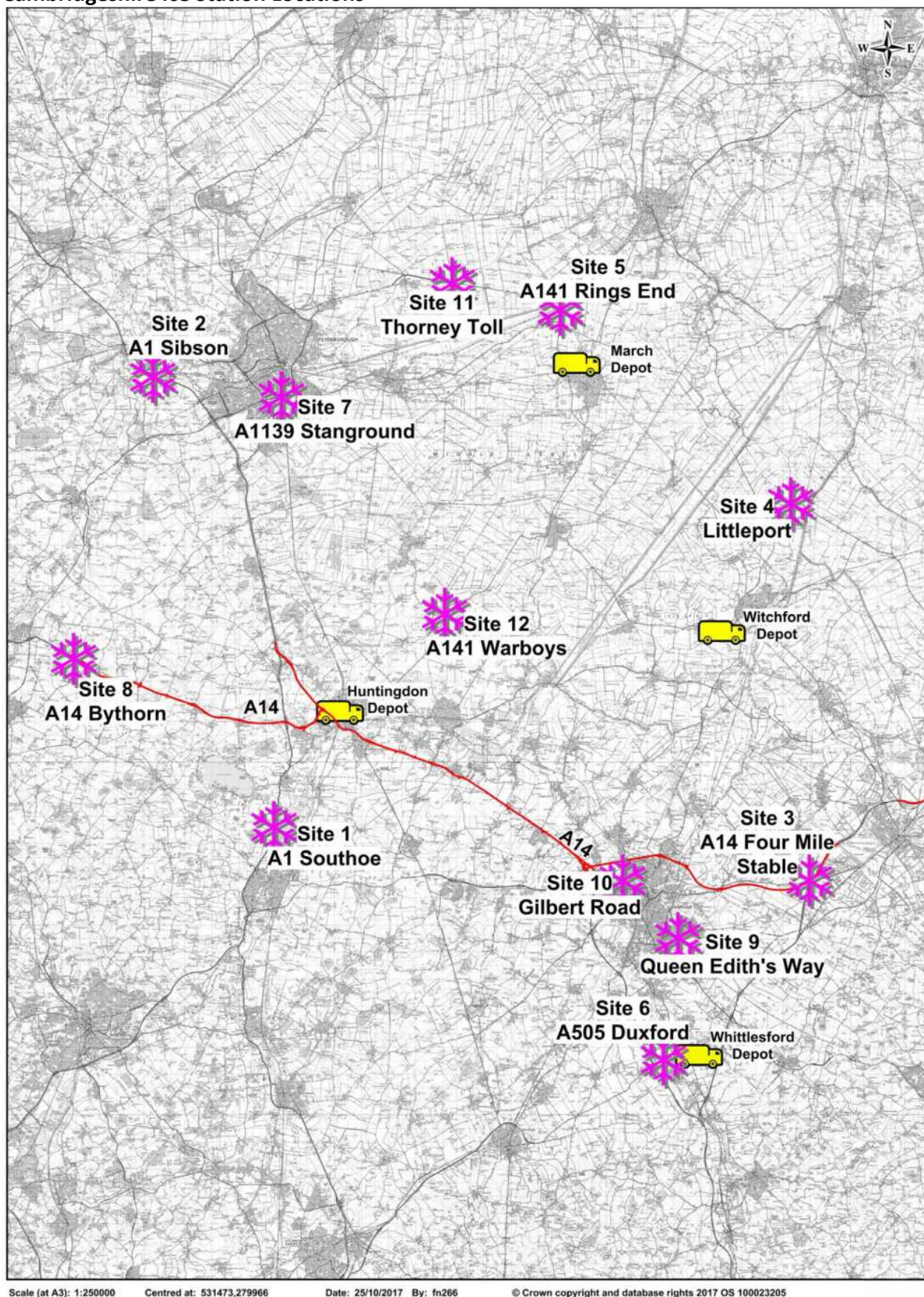
See appendix plan for details of weather station locations

Ice Station Locations

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

See plan for site location

Cambridgeshire Ice Station Locations



Typical 24 Hour and 2-5 Day Weather Forecast

Road Weather Forecast delivery 11/5/17 11:00 AM Cambridgeshire County Council



November 5, 2017 11:00 AM

020 3808 2009

Cambridgeshire County Council

1 / 1

Forecaster: Paul Knightley

Dry this afternoon with spells of sunshine and passing areas of cloud. Rather chilly however, with a north-westerly breeze.

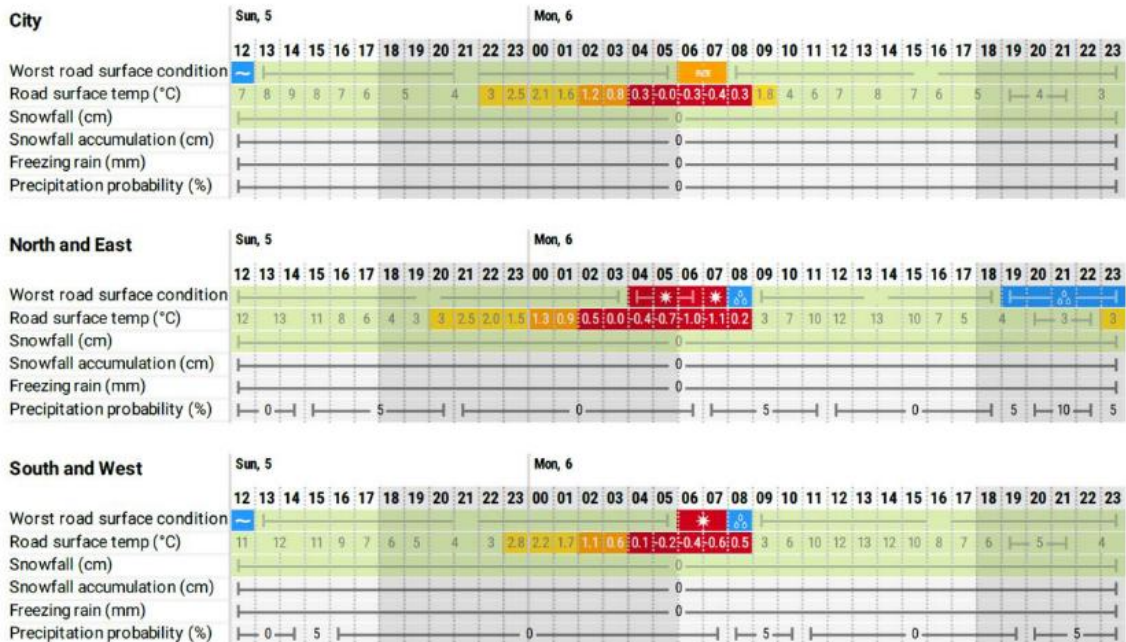
Tonight, it will essentially become dry, cold and clear with light winds. Some patchy mist or fog may develop by the end of the night.

Monday will have a fine but cold morning. It will then remain dry with spells of sunshine for the rest of the day, although cloud may thicken from the west later.

A cold night - see tables for details - high confidence.

On Tuesday, a band of rain, perhaps heavy and persistent, will move across the region. Wednesday should be dry and fine with some sunshine, although thickening cloud and patchy rain is likely overnight. Once early rain clears to the east, Thursday will be a breezy day with bright or sunny spells and only the chance of an isolated shower developing.


The end of the week looks unsettled and windy with rain or showers. Another chillier flow from the north-west is possible next weekend, with high pressure perhaps building for a time into the start of the following week.



Legend: ☔ Freezing Rain * Snow ❄ Black Ice * Frost ❄ Sleet ☁ Condensation ~ Wet ** Rain snow mixed ● Snow pellets ● Rain ☔ Drizzle 🌫 Fog
Road surface condition: Safe Wet Caution Close to hazard Hazard Major hazard




 Forecast for City

 November 5, 2017 05:00 AM

 020 3808 2009

 Cambridgeshire County Council

2 / 2

8 days	Sun, 5			Mon, 6			Tue, 7			Wed, 8			Thu, 9			Fri, 10			Sat, 11			Sun, 12		
	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00
City																								
Road surface temp (°C)	4	7	3	0	-0	5	4	6	7	4	2	5	4	6	7	5	4	5	9	8	6	8	6	5
Snowfall (cm)																								
Snowfall accumulation (cm)																								
Freezing rain (mm)																								
Air temperature (°C)	4	7	3	-1	6	5	6	7	8	5	3	2	6	5	8	9	6	10	9	7	8	7	8	6
Relative humidity (%)	93	74	91	100	81	85	84	85	86	94	96	97	86	93	92	87	75	87	85	94	93	90	82	84
Precipitation (mm)				0					2.0	1.9	0.2	<0.1	0	0.2	<0.1			0	<0.1	0	0.1	<0.1		0
Precipitation max (mm)				0					3.0	2.8	0.5	0.4	0.1	0	0.5	0.4	0.1	0	0.3		0.4		0.1	0
Precipitation probability (%)	10	5		0			5	10	35	15	10	0	5	20		5			10				15	10
Wind speed (km/h)	15	18	11	9	8	11	14	17	22	24	15		11	12	16	20	21	15	18	21	15	16	17	15
Queen Edith Way																								
Gilbert Road																								

Road Weather Forecast delivery 11/5/17 5:00 AM South and West



Forecast for South and West

November 5, 2017 05:00 AM

020 3808 2009



Cambridgeshire County Council

1 / 2

Forecaster: Richard Martin-Barton

Today, it should be dry and fine with spells of sunshine and variable cloud. Rather chilly however, with a north-westerly breeze.

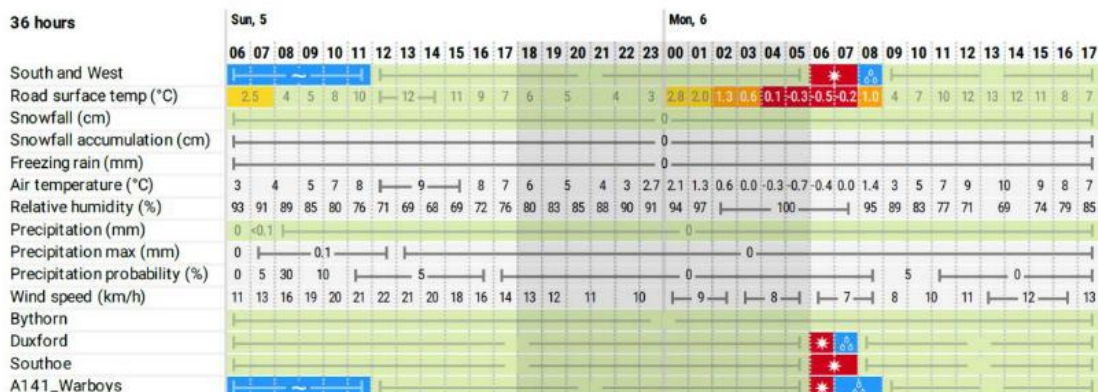
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A cold night - see tables for details - high confidence.

On Tuesday, a band of rain, perhaps heavy and persistent, will move across the region. Wednesday should be dry and fine with some sunshine, although thickening cloud and patchy rain is likely overnight. Once early rain clears to the east, Thursday will be a breezy day with bright or sunny spells and only the chance of an isolated shower developing.

Through the remainder of next week, mixed weather conditions are likely with some decent dry and bright interludes, giving way to showery and breezier conditions from the west at times. Temperatures are expected to be often near to the seasonal average but a couple of much milder days are possible late next week.



Legend: Freezing Rain Snow Black Ice Frost Sleet Condensation Wet Rain snow mixed Snow pellets Rain Drizzle Fog
Road surface condition: Safe Wet Caution Close to hazard Hazard Major hazard



Forecast for South and West

🕒 November 5, 2017 05:00 AM

☎ 020 3808 2009



Cambridgeshire County Council

2 / 2

8 days	Sun, 5			Mon, 6			Tue, 7			Wed, 8			Thu, 9			Fri, 10			Sat, 11			Sun, 12						
	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00
South and West																												
Road surface temp (°C)	-2	7	3	-0	7	5	4	6	7	4	2	6	4	6	8	5	4	5	10	8	6	7	8	6	5	8	5	4
Snowfall (cm)																												
Snowfall accumulation (cm)																												
Freezing rain (mm)																												
Air temperature (°C)	3	7	3	-1	-0	7	6	7	8	4	3	6	5	6	8		6	10	8	7	8	7	6	5	8	6	5	
Relative humidity (%)	93	76	91	100	85	88	86	87	86	94	96	87	91	90	88	77	88	89	85	92	94	81	86	88	92	82	90	92
Precipitation (mm)	<0.1			0				0.1	2.7	2.1	0.4	<0.1	0	0.3	<0.1	0		<0.1	0.1		<0.1			0				
Precipitation max (mm)	0.5	0.1		0			0.3	0.5	4.1	3.1	0.6	0.3	0.1	0.3	0.5	0.4	0.1	0	0.3	0.4	0.5		0.4		0.1	0	0.3	
Precipitation probability (%)	30	5	0	5	0	5	10	20	40		20	15	5	10	30	10	5	10		15		10		15		10	15	
Wind speed (km/h)	17	19	11	8	12	14	18	21	23	14	11	12	13	17	20	22	15	18	20	15	17	18	15	17	18	19	15	
Bythorn																												
Duxford																												
Southoe																												
A141_Warboys																												

Road Weather Forecast delivery 11/5/17 5:00 AM North and East



Forecast for North and East

November 5, 2017 05:00 AM

020 3808 2009



Cambridgeshire County Council

1 / 2

Forecaster: Richard Martin-Barton

Today, it should be dry and fine with spells of sunshine and variable cloud. Rather chilly however, with a north-westerly breeze.

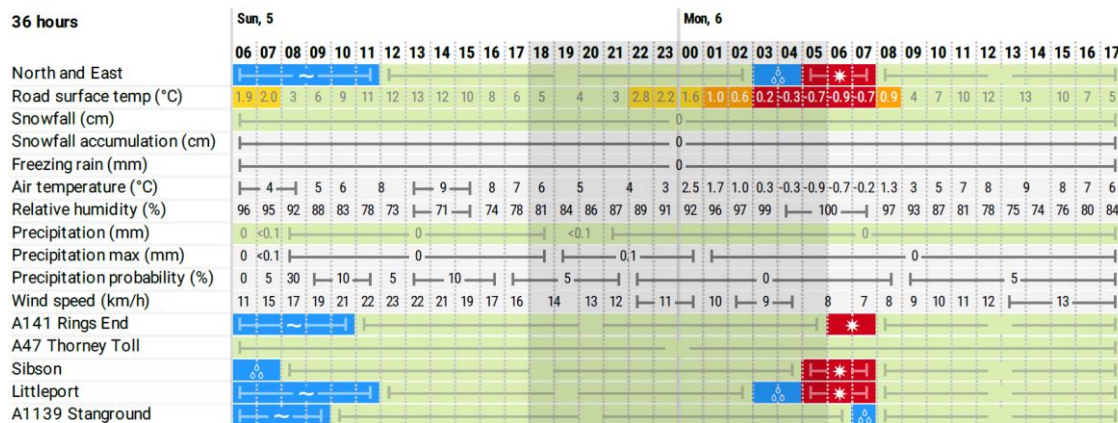
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Legend: Freezing Rain Snow Black Ice Frost Sleet Condensation Wet Rain snow mixed Snow pellets Rain Drizzle Fog
Road surface condition: Safe Wet Caution Close to hazard Hazard Major hazard

2 / 2

8 days	Sun, 5	Mon, 6	Tue, 7	Wed, 8	Thu, 9	Fri, 10	Sat, 11	Sun, 12
	06 12 18	00 06 12 18	00 06 12 18	00 06 12 18	00 06 12 18	00 06 12 18	00 06 12 18	00 06 12 18 00
North and East	~	*	~	~	~	~	~	~
Road surface temp (°C)	2 6 2	-1 5 3	5 7 3	1 5 3	3 5 7	4 3 4	8 6 5	7 5 4 7 4 3
Snowfall (cm)								
Snowfall accumulation (cm)								
Freezing rain (mm)								
Air temperature (°C)	4 7 3	-1 6 7	8 5 3	6 5 6	8 6 8	10 8 7	8 7 6	8 6 5
Relative humidity (%)	96 78 91	100 84 87	88 84 91	97 99 87	93 90 80	88 90 85	93 92 86	87 90 92 83 87 91
Precipitation (mm)	<0.1 0 <0.1	0 0 0	0.1 2.3 2.1	0.2 <0.1 0 0.1	0.5 0.1 0	0 0.1 <0.1 0.1	<0.1 0.1 <0.1 0.1	0.1 <0.1 0.2 <0.1 0
Precipitation max (mm)	<0.1 0 0.3 0.1	0 0 0	0.5 3.4 3.1	0.5 0.4 0.9	0.5 0.1 0 0.3 0.4 0.3 0.4	0.5 0.1 0.1 0.1	0.1 0 0	0 0 0
Precipitation probability (%)	30 10 5 0	5 10 15 25	55 25 20 10 15	20 15 20 15	10 15 10 15 20	15 20 15 20	15 15 15 15	15 15 15 15
Wind speed (km/h)	17 20 12	9 13 16	20 23 25 15	11 13 15 19	22 23 16 15 18	21 17 16 18 19	16 19 16 19 20	16
A141 Rings End	~	*	~	~	~	~	~	~
A47 Thorney Toll	~	*	~	~	~	~	~	~
Sibson	~	*	~	~	~	~	~	~
Littleport	~	*	~	~	~	~	~	~
A1139 Stanground	~	~	~	~	~	~	~	~

Legend: ~ Freezing Rain * Snow ❄ Black Ice * Frost ☁ Sleet ☁ Condensation ~ Wet ** Rain snow mixed ● Snow pellets ● Rain ☂ Drizzle ☁ Fog
Road surface condition: Safe Wet Caution Close to hazard Hazard Major hazard

Brine Salt Rock Cosh Sheets



Page 1 / 7

Safety data sheet

According to 1907/2006/EC, Article 31

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

- **Product identifier**
- **Trade name: Salt - all type**
Sodium chloride - all types
- **Product name: Salt**
- **Article number: 102197**
- **EC number:**
231-598-3
- **Relevant identified uses of the substance or mixture and uses advised against**
No further relevant information available.
- **Application of the substance / the preparation**
For chemical/technical use.
Food
- **Details of the supplier of the safety data sheet**
- **Manufacturer/Supplier:**
AZELIS
Posthofbrug 12, box 6
B-2600 Antwerp
Belgium
- **Further information obtainable from:**
Azelis
E mail: sds@azelis.com
- **Emergency telephone number:**
*+ 33 (0) 1 44 73 10 02 (Carechem 24*7)*
For China: + 86 1051003039
For India: +65 31581198
For advice on chemical emergencies, spillages, fires or First Aid
National emergency telephone number :
Czech Republic: Toxikologické informační středisko (TIS), Klinika nemocí z
povolání, Na Bojišti 1,
128 08 Praha 2, Tel - nonstop: + 420 224 919 293, + 420 224 915 402
France : Orfila 01.45.42.59.59
Netherlands: National vergiftigingen info centrum: 030-2748888
Denmark Giftlinien +45 82 12 12 12
Sverige +46 08-33 12 31
Norge Giftcentralen +47 22 59 13 00
Schweizerisches Toxikologisches Informationszentrum Telefon +41 145
Finland: Myrkytystietokeskus, puh. 09-471977 tai 09-
4711/Myrkytystietokeskus

Vergiftungsinformationszentrale Wien Telefon +43 1 4064343

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

Romania: BIROUL PT REGULAMENTUL SANITAR INTERNATIONAL SI INFORMARE TOXICOLOGICA: +4021 318 36 06

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

Turkey - Acil Sağlık Hizmetleri Genel Müdürlüğü: 114

Hungary - Health Toxicological Information Service, H-1096 Budapest, Nagyvárad tér 2: +36 80 20

11 99 (free of charge within Hungary)

Croatia - Broj telefona službe za izvanredna stanja: 112

Greece - ΤΗΛ. ΚΕΝΤΡΟΥ ΔΗΛΗΤΗΡΙΑΣΕΩΝ : 210-77.93.777

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

GB

(Contd. on page 2)

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Safety data sheet

according to 1907/2006/EC, Article 31

Printing date 04.06.2013 Revision no. 1 Revision: 04.06.2013

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 1)

· **Classification of the substance or mixture**

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

The substance is not classified according to the CLP regulation.

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

Void

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

The product does not have to be labelled due to the calculation procedure of the "General

Classification guideline for preparations of the EU" in the latest valid version.

· **Classification system:**

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

· **Label elements**

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

· **Hazard pictograms** *Void*

· **Signal word** *Void*

· **Hazard statements** *Void*

· **Other hazards**

· **Results of PBT and vPvB assessment**

· **PBT:** *Not applicable.*

· **vPvB:** *Not applicable.*

· **Chemical characterization: Substances**

· **CAS No. Description**

7647-14-5

· **Identification number(s)**

· **EC number:** *231-598-3*

· **Additional information:**

CAS: 7647-14-5

EINECS: 231-598-3

sodium chloride > 98%

- **Description of first aid measures**
- **General information:** *Seek medical treatment in case of complaints.*
- **After inhalation:** *Supply fresh air.*
- **After skin contact:** *Rinse with water.*
- **After eye contact:**
Rinse opened eye for several minutes under running water. If symptoms persist, consult a doctor.
Remove contact lenses.
- **After swallowing:** *Rinse out mouth and then drink plenty of water.*
- **Information for doctor:**
- **Most important symptoms and effects, both acute and delayed**
No further relevant information available.
- **Indication of any immediate medical attention and special treatment needed**
No further relevant information available.

GB

(Contd. on page 3)

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Safety data sheet

according to 1907/2006/EC, Article 31

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

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 2)

- **Extinguishing media**
- **Suitable extinguishing agents:** *Use fire extinguishing methods suitable to surrounding conditions.*
- **Special hazards arising from the substance or mixture**
The product is non-combustible
The product is not flammable
In case of fire, the following can be released:
Hydrogen chloride (HCl)
- **Advice for firefighters**
- **Protective equipment:**
Wear self-contained respiratory protective device.
Wear fully protective suit.
- **Personal precautions, protective equipment and emergency procedures**
Ensure adequate ventilation
Avoid contact with eyes and skin
Eye wash must be available at the workplace.
- **Environmental precautions:** *Avoid spreading into the environment.*
- **Methods and material for containment and cleaning up:**
Sweep together and pick up.
Send for recovery or disposal in suitable receptacles.
Clean the affected area carefully; suitable cleaners are:
Water
Dispose of the material collected according to regulations.
- **Reference to other sections**
See Section 7 for information on safe handling.
See Section 8 for information on personal protection equipment.
See Section 13 for disposal information.
- **Handling:**
- **Precautions for safe handling**
Usual safety precautions should be observed to ensure safe handling.

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

Ground container and transfer equipment to eliminate static electric sparks.

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

- **Storage:**

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

*Keep in cool, dry, ventilated storage and closed containers.
Keep container tightly sealed.*

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

Store separated from:

Strong acids.

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

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

GB

(Contd. on page 4)

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Safety data sheet

according to 1907/2006/EC, Article 31

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

Trade name: *Salt - all type*

Sodium chloride - all types

(Contd. of page 3)

- **Additional information about design of technical facilities:** *No further data: see item 7.*

- **Control parameters**

- **Ingredients with limit values that require monitoring at the workplace:**

See section: Additional Occupational Exposure Limit Values

- **Additional Occupational Exposure Limit Values for possible hazards during processing:**

Inhalable dust: 3mg/m³

Total dust: 10mg/m³

- **Additional information:**

This is based on data that was valid at the time of writing.

Use engineering controls to reduce air contamination to permissible exposure level.

- **Exposure controls**

- **Personal protective equipment:**

- **General protective and hygienic measures:**

The usual precautionary measures are to be adhered to when handling chemicals.

Provide eyewash station.

Ensure that washing facilities are available at the work place.

Ensure adequate ventilation.

- **Respiratory protection:**

Not necessary if room is well-ventilated.

Wear respirator if there is dust formation.

NIOSH or European Standard EN 149 approved respirator

- **Protection of hands:**

Use protective gloves in case of long-term or repeated skincontact.

Protective gloves.

DIN/EN 374

- **Material of gloves**

The selection of the suitable gloves does not only depend on the material, but also on further marks

of quality and varies from manufacturer to manufacturer.

- **Eye protection:**

Safety glasses
(EN 166)

- **Information on basic physical and chemical properties**
- **General Information**
- **Appearance:**

Form: *Crystalline*

(Contd. on page 5)

GB

Page 5 / 7

Safety data sheet

according to 1907/2006/EC, Article 31

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

Trade name: *Salt - all type*

Sodium chloride - all types

(Contd. of page 4)

Colour: *Colourless*

White

- **Odour:** *Odourless*
- **pH-value (100 g/l) at 20 °C:** *10*
- **Change in condition**

Melting point/Melting range: *~801 ° C*

Boiling point/Boiling range: *~1413 ° C*

- **Flash point:** *Not applicable.*

- **Ignition temperature:**

Decomposition temperature: *Undetermined.*

- **Self-igniting:** *Product is not selfigniting.*
- **Danger of explosion:** *Product does not present an explosion hazard.*
- **Vapour pressure at 747 °C:** *2. 4 mmHg*
- **Density at 20 °C:** *2. 17 g/cm³*
- **Solubility in / Miscibility with**

water at 0 °C: *359 g/l*

- **Other information** *No further relevant information available.*

- **Reactivity**

- **Chemical stability**

- **Thermal decomposition / conditions to be avoided:**

No decomposition if used and stored according to specifications.

Thermal decomposition: >800 ° C

- **Possibility of hazardous reactions**

Contact with acids releases flammable gases.

Corrosive action on metals.

- **Conditions to avoid** *No further relevant information available.*

- **Incompatible materials:** *Strong acids.*

- **Hazardous decomposition products:**

Fire or high temperatures create:

Hydrogen chloride (HCl)

- **Information on toxicological effects**

- **Acute toxicity:**

- **LD/LC50 values relevant for classification:**

7647-14-5 sodium chloride

Oral LD50 3000 mg/kg (rat)

- **Primary irritant effect:**

- **on the skin:** *Prolonged or repeated contact leads to drying of skin.*
- **on the eye:** *Particles in the eyes could cause irritation and smarting.*
- **ingestion:** *Could cause discomfort if swallowed.*

(Contd. on page 6)

Safety data sheet

according to 1907/2006/EC, Article 31

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

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 5)

- **inhalation:** *Dust could irritate respiratory system or lungs.*

- **Subacute to chronic toxicity:**

Salt - all type

Toxicity 1000 hg/cm2 (Earthworm)

- **Genotoxicity (mutagenicity):** *Not mutagenic.*

- **Additional toxicological information:**

The product is not subject to classification according to the calculation method of the General EU

Classification Guidelines for Preparations as issued in the latest version.

- **Toxicity**

- **Aquatic toxicity:**

Salt - all type

EC50/48h 2024 mg/l (Daphnia)

IC50/72 h 3014 mg/l (algae)

LC50/96h 6750 mg/l (fish)

Subacute 1016 mg/l (Daphnia)

433 mg/l (fish)

- **Persistence and degradability**

Salt - all type

BOD5 0 mg/g (-)

COD 0 mg/g (Chemical oxygen demand)

- **Behaviour in environmental systems:**

- **Bioaccumulative potential** *No further relevant information available.*

- **Mobility in soil** *No further relevant information available.*

- **Additional ecological information:**

- **General notes:**

Do not allow undiluted product or large quantities of it to reach ground water, water course or sewage system.

- **Results of PBT and vPvB assessment**

- **PBT:** *Not applicable.*

- **vPvB:** *Not applicable.*

- **Other adverse effects** *No further relevant information available.*

- **Waste treatment methods**

- **Recommendation** *Dispose of in accordance with Local Authority requirements.*

- **Uncleaned packaging:**

- **Recommendation:** *Disposal must be made according to official regulations.*

- **UN-Number**

- **ADR, ADN, IMDG, IATA** *Void*

(Contd. on page 7)

Safety data sheet

according to 1907/2006/EC, Article 31

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

Trade name: Salt - all type

Sodium chloride - all types

(Contd. of page 6)

- **UN proper shipping name**
- **ADR, ADN, IMDG, IATA** *Void*
- **Transport hazard class(es)**
- **ADR, ADN, IMDG, IATA**
- **Class** *Void*
- **Packing group**
- **ADR, IMDG, IATA** *Void*
- **Environmental hazards:**
- **Marine pollutant:** *No*
- **Special precautions for user** *Not applicable.*
- **Transport in bulk according to Annex II of MARPOL73/78 and the IBC Code** *Not applicable.*
- **Transport/Additional information:** *Not dangerous according to the above specifications.*
- **UN "Model Regulation":** –

· **Safety, health and environmental regulations/legislation specific for the substance or mixture**

- **Labelling according to Regulation (EC) No 1272/2008**
- **Hazard statements** *Please refer section 2.*
- **National regulations:**
- **Information about limitation of use:**
Employment restrictions concerning juveniles must be observed.
- **Chemical safety assessment:** *A Chemical Safety Assessment has not been carried out.*

This information is based on our present knowledge. However, this shall not constitute a guarantee for any specific product features and shall not establish a legally valid contractual relationship.

- **Department issuing SDS:** *Q&SHE*
- **Contact:** *sds@azelis.com*
- **Abbreviations and acronyms:**

RID: Règlement international concernant le transport des marchandises dangereuses par chemin de fer (Regulations

Concerning the International Transport of Dangerous Goods by Rail)

ICAO: International Civil Aviation Organization

ADR: Accord européen sur le transport des marchandises dangereuses par Route (European Agreement concerning the

International Carriage of Dangerous Goods by Road)

IMDG: International Maritime Code for Dangerous Goods

IATA: International Air Transport Association

GHS: Globally Harmonized System of Classification and Labelling of Chemicals

EINECS: European Inventory of Existing Commercial Chemical Substances

CAS: Chemical Abstracts Service (division of the American Chemical Society)

LC50: Lethal concentration, 50 percent

LD50: Lethal dose, 50 percent

GB

County Council Gritters and Loading Shovels

YD67VDL DAF LF260 E6	- 18t	HUNTINGDON
YD67VDM DAF LF260 E6	- 18t	HUNTINGDON
YD67VDN DAF LF260 E6	- 18t	HUNTINGDON
YD67VDF DAF LF260 E6	- 18t	HUNTINGDON
YA19KGZ DAF LF260 E6	- 18t	HUNTINGDON
YA19KGY DAF LF260 E6	- 18t	HUNTINGDON
YA19KHB DAF LF260 E6	- 18t	HUNTINGDON
YJ19SKO MERC AROCS 2635	- 26t	HUNTINGDON
YJ19SKV MERC AROCS 2635	- 26t	HUNTINGDON
YT59BKL DAF LF55 220 E4	Guided Bus 18t	HUNTINGDON

YD67VDG DAF LF260 E6	-18t	WHITTLESFORD
YD67VDJ DAF LF260 E6	-18t	WHITTLESFORD
YD67VDK DAF LF260 E6	-18t	WHITTLESFORD
YK69HFZ DAF LF260 E6	- 18t	WHITTLESFORD
YK6 HGA DAF LF260 E6	- 18t	WHITTLESFORD
YK69HFY DAF LF260 E6	- 18t	WHITTLESFORD
YA19KHG DAF LF260 E6	- 18t	WHITTLESFORD
YJ19SJU MERC AROCS 2635	- 26t	WHITTLESFORD
YJ19SJV MERC AROCS 2635	- 26t	WHITTLESFORD
YJ65VZZ MERC ATEGO 1321K 4x2	- 13t	WHITTLESFORD
YC64OFE	Spare 26t	WHITTLESFORD
YD67VDC	-18t	WITCHFORD

DAF LF260 E6		
YD67VDE DAF LF260 E6	-18t	WITCHFORD
YA19KHU DAF LF260 E6	18t	WITCHFORD
YK69HFW DAF LF260 E6	18t	WITCHFORD
YK69HFX DAF LF260 E6	- 18t	WITCHFORD
YJ19RVY MERC AROCS 2635	- 26t	WITCHFORD
YJ19RWK MERC AROCS 2635	- 26t	WITCHFORD
YJ19RVO MERC AROCS 2635	- 26t	WITCHFORD
YJ65VZY MERC ATEGO 1321K 4x2	13t	WITCHFORD
YA19KHH DAF LF260 E6	- 18t	MARCH
YA19KHC DAF LF260 E6	18t	MARCH

YA19KHE DAF LF260 E6	18t	MARCH
YA19KHF DAF LF260 E6	18t	MARCH
YD67VDO DAF LF260 E6	18t	MARCH
YA19KHD DAF LF260 E6	18t	MARCH
YK69HFV DAF LF260 E6	18t	MARCH
YJ19SJY MERC AROCS 2635	26t	MARCH

Cambridgeshire County Council – 2017 / 2018 Winter Fleet List			
Chassis Type & Make	Body Type	VRN	Operating Depot
MERC ATEGO 1321K 4x2	Econ 4m ³ Prewet spreader	YJ65VZY	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC ATEGO 1321K 4x2	Econ 4m ³ Prewet spreader	YJ65VZZ	STATION ROAD, WHITTLESFORD CB224NL
MERC 1824 4X2	Econ 6m ³ Prewet spreader	YF63HVD	MARCH DEPOT COUNTY ROAD PE158NE
MERC 1824 4X2	Econ 6m ³ Prewet spreader	YF63HVE	MARCH DEPOT COUNTY ROAD PE158NE
MERC 1824 4X2	Econ 6m ³ Prewet spreader	YF63HVG	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAC	STATION ROAD, WHITTLESFORD CB224NL
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAE	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAF	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR

DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAH	STATION ROAD, WHITTLESFORD CB224NL
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAK	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMH	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMK	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMP	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMR	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 1824 4x2	Econ 6m ³ Prewet Spreader	YJ65VMY	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF55 220 E6	Econ 6m ³ Prewet spreader	YK64KKZ	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF55 220 E6	Econ 6m ³ Prewet spreader	YK64KLA	MARCH DEPOT COUNTY ROAD PE158NE
FL280	Econ qcb gritter Sprayer	YT59BKL	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 2635 6x4	Econ 9m ³ prewet spreader	YC64OFE	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 2635 6x4	Econ 9m ³ prewet spreader	YC64OFG	STATION ROAD, WHITTLESFORD CB224NL
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WKZ	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLA	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLB	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLC	MARCH DEPOT COUNTY ROAD PE158NE
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLD	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
MERC AROCS 2635 6x4	Econ 9m ³ Prewet Spreader	YH15WLK	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF55 220 E6	Econ 6m ³ Prewet Spreader	YJ65UAD	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDC	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
DAF LF260FA	Econ 6m ³ Prewet	YD67VDF	HUNTINGDON DEPOT, STANTON WAY,

	Spreader		HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDG	STATION ROAD, WHITTLESFORD CB224NL
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDJ	STATION ROAD, WHITTLESFORD CB224NL
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDK	STATION ROAD, WHITTLESFORD CB224NL
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDL	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDM	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDN	HUNTINGDON DEPOT, STANTON WAY, HUNTINGDON PE296PY
DAF LF260FA	Econ 6m ³ Prewet Spreader	YD67VDO	MARCH DEPOT COUNTY ROAD PE158NE
DAF LF260FA	Econ 6m ³ Prewet Spreader	YF67VDE	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR
MERC 2633 6x4	Econ 9m ³ Prewet Spreader	PE10GUK	WHITCHFORD DEPOT STIRLING WAY WITCHFORD ELY CB63NR

Loading Shovels

Fleet No.	Reg. No.	Vehicle	Body	Base
1122	AE10 GUO	Volvo	L45F	Whittlesford
1123	AE10 GUK	Volvo	L45F	March
1124	AE10 GUJ	Volvo	L45F	Huntingdon
1125	AE10 GUH	Volvo	L45F	Ely

Winter Service Duty Rota 2019-2020

Appendix G

	Friday	Decision Maker	Deputy Decision Maker
	01/11/2019	DV	PP
	08/11/2019	NB	KB
	15/11/2019	MG	LM
	22/11/2019	JC	DV
	29/11/2019	KB	NB
	06/12/2019	LM	MG
	13/12/2019	DV	PP
	20/12/2019	NB	KB
	27/12/2019	MG	LM
	03/01/2020	JC	DV
	10/01/2020	KB	NB
	17/01/2020	LM	MG
	24/01/2020	DV	PP
	31/01/2020	NB	KB
	07/02/2020	MG	LM

	14/02/2020	JC	DV
	21/02/2020	KB	NB
	28/02/2020	LM	MG
	06/03/2020	DV	PP
	13/03/2020	NB	KB
	20/03/2020	MG	LM
	27/03/2020	JC	DV
	03/04/2020	KB	NB
	10/04/2020	LM	MG
		April 2020 End	
	LM	Les Middleton	07920220545
	NB	Nicola Burdon	07920766319
	DV	Dennis Vacher	07990796841
	JC	Jon Clarke	07775674297
	KB	Karl Bocket	07876871881
	MG	Martin Gowler	07824529762
	PP	Pauline Peachey	07919211445
	EAST	Jim Ladds Lewis Jupp	07800534100
	WEST	Inna Hunneyball Duane Smith	07881343876 07740817545
	NORTH	Nick Munns, Terry Smith, Teodore Panayotov	07876873492
Skanska	SOUTH	Ian Barnes Steve Lander	07803261246
	CSC	Call this number <u>ONLY</u>	03301 051999
		Not the Supervisors	
	NORTH/EAST	SOUTH	WEST
	07500 816896	07887 634289	07887 634348
CCC	NORTH/EAST	SOUTH	WEST
	07500 816 896	07887 634 289	07887 634 348

Appendix I

Cross Boundary Arrangements with Other Authorities

North/East Area

Peterborough Unitary Authority

CCC to treat the A605 from the
county boundary to the B1095.

Lincolnshire County Council

CCC to treat B1165 from county boundary to C739 Draw Dyke.

CCC to treat A1101 from county boundary to Station Road.

Lincs CC to treat Bythorne Bank from Chapel Gate at county boundary to Cross Drove.

Lincs CC to treat B1166 from county boundary at South Eau Bank crossing bridge to Marshall's Bank.

Norfolk County Council

CCC to treat March Riverside Upwell from Thurlands Drove County Boundary the whole length of March Riverside.

CCC treat precautionary gritting routes to county boundary (including Brandon Creek bridge).

CCC to treat B1100 from County Boundary to A1101 Main Street.

NCC to treat from County Boundary Sandy Lane to Bush Lane Wisbech

Suffolk County Council

CCC to treat the B1063 from county boundary to the B1085 junction at Copley Grove.

CCC to treat Short Road, Snailwell as part of P2 route (bridge to A142)

SCC to treat the B1085 from A11/B1085 roundabout to Freckenham Red Lodge.

SCC to treat B1506 boundary to Bury Toll.

SCC to treat CCC section of C224/C653 Moulton Road, Newmarket as part of their P1 routes.

SCC to treat CCC sections of B1085 between Moulton & Dalham.

SCC to treat over the county boundary C144 Beck Road, Isleham turning at the junction with Unc Sheldricks Road

SCC to treat C150 Kennett Gap.

West Area

Bedfordshire County Council

CCC to treat the B645 from UCI to county boundary.

Beds CC to treat B660 from county boundary to B645 junction.

Northamptonshire County Council

NCC will treat Class 3 road Luton county boundary to first crossroads in Cambridgeshire.

NCC will treat B663 from county boundary to A14.

CCC to treat A605 Warmington, county boundary to Warmington roundabout and B662 from county boundary to A605.

Peterborough Unitary Authority

CCC to treat B1095 Milk and Water Drove, Stanground – from A605 Whittlesey Road to county boundary.

CCC to treat A605 Oundle Road Alwalton – from Lynchwood West county boundary.

Peterborough CC will treat
A6118 Wansford from county
boundary to the A1.

South Area

Suffolk County Council

CCC to treat A1307 to Hanchett
End, Haverhill.

CCC to treat from county
boundary along the C246 from
Nosterfield End to the
roundabout on the A1017.

Essex County Council

No cross boundary
arrangements.
Cambridgeshire treat
precautionary routes to county
boundary.

Hertfordshire County Council

CCC to treat A505 from county
boundary to roundabout
A505/A10.

Bedfordshire County Council

CCC to treat from county
boundary Potton Road, Guilden
Morden to the B1042 junction.

Appendix K

Winter Maintenance of Footway Bridges

Footway Bridges for Gritting

1. **Scudamore Punting Bridge:** Mill Lane over set area.
2. **Garret Hostel Lane Bridge:** Queens Road to city side of bridge + 10m.
3. **Jesus Green Sluice and Footbridge:** Ramp on Greenside only + 10m and steps.
4. **Pretoria Road to Common:** Pretoria Road + 10m to Common + 10m.
5. **A10 Park and Ride Butt Lane Bridge:** Ramp to ramp + 10m.
6. **“Jane Costain” Bridge:** Continuous cycle lane, Cowley Road to Cambridge Road Industrial Estate.
7. **Water Street to Common:** Water Street ramp + 10m to Common = 10m.
8. **Riverside to St Andrews Road “New” Bridge:** Riverside End Bollards to Bollards (passed bridge) to Andrews Road Bollards.
9. **Manhattan Drive to Common:** Manhattan Drive + 10m to Common + 10m.
10. **Coldhams Lane “Beehive” Bridge:** Cromwell Road to RBT.
11. **Mill Road “Carter Bridge”:** Ramps to covered area only... Rustat Road + 10m and Devonshire Road.

Note: Grit 10 meters before and after ramps unless stated.

Appendix N

Vaisala Data Quality and Data Calibration Tests

Data Quality and Data Calibration tests: Summary of network performance, Cambridgeshire County Council - Own Stations

01.10.2017 00:00 - 31.10.2017 23:59 Europe/London

Table 1. Stations And Observation Values

This table gives information on the number of individual sensors reporting from the stations, the overall number of sensor values reported over the time period and the results of the Data Quality and Calibration checks carried out on the data.

- Start Date: Date when data was first written to the database for the station.
- End Date: Date when data was last written to the database for the station.
- Params (#): The number of parameters/sensors that are being reported from the station.
- Observation Values all (#): The total number of sensor values (from all sensors) reported over the period from the station.
- Passed (%): The percentage of sensor values that have passed our data quality checks.
- Notes/Warning/Errors: The numbers of "notes", "warnings" and "errors" identified over the period. Potential faults are identified with a sliding scale of confidence. "Notes" indicate that there may be a developing problem with the sensor data but that it has still passed the data quality check. "Warnings" and "errors" indicate a problem and confirm that the data has failed the data quality check.
- Earliest: The date/time stamp of the earliest data in the database for the station and period.
- Latest: The date/time stamp of the most recent data in the database for the station and period.

Station			Par ams	Observation Values				
Name	Start Date	End Date	(#)	All (#)	Passed (%)	Notes/ Warning s /Errors (#)	Earliest	Latest
A141 Rings End	16.02.2004		49	219030	100.000	0 / 0 / 0	01.10.2017 00:00	31.10.2017 23:50
A141 Warboys	26.04.2016		23	102810	100.000	0 / 0 / 0	01.10.2017 00:00	31.10.2017 23:50
Queen Edith Way	03.09.2014		16	71501	100.000	0 / 0 / 0	01.10.2017 00:00	31.10.2017 23:50
Gilbert Road	03.09.2014		16	67376	100.000	0 / 0 / 0	01.10.2017 00:00	31.10.2017 23:50
A505 Duxford	20.09.2000		39	63882	100.000	0 / 0 / 0	01.10.2017 00:00	31.10.2017 23:40
A10 Littleport	20.09.2000		40	21160	100.000	0 / 0 / 0	01.10.2017 00:00	09.10.2017 21:40

Report produced by Vaisala at 03.11.2017 06:00 Europe/London Time

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GLOSSARY FOR REPORTING GRITTING RUNS

Domains

Cambridgeshire County Council is divided into 3 Domains for the purpose of Winter Maintenance. The Domains are:

North and East

South and West

Cambridge City

Runs

As such for reporting purposes a Full Run would consist of all Domains being Gritted and Part Runs would consist of one or two Domains being Gritted.

Routes

Each Domain has a number of Gritted Routes under the P1 and P2 category

North and East have 16 Routes

South and West have 18 Routes

City has 3 Routes

As such a Full Run would consist of 37 Routes being Gritted

A141 & ST IVES TRANSPORT STUDY

To: Highways & Transport Committee

Meeting Date: 15th September 2020

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

Electoral division(s): Huntingdon West, Huntingdon North and Hartford, St Ives North and Wyton, St Ives South and Needingworth, The Hemingdfords and Fenstanton, Godmanchester and Huntingdon South.

Forward Plan ref: Not applicable **Key decision:** No

Outcome: Report the results of the A141 & St Ives Transport Study to Committee.

Recommendation:

- a) Endorse the results of the A141 and St Ives Transport Study as set out in section 2 of the report.
- b) Approve the list of proposals identified in the St Ives study set out in paragraphs 2.6 and 2.7 for submission to the Combined Authority for funding, and for consultation and delivery should funding be secured.
- c) Approve the new strategic study for St Ives providing funding for it is made available and a suitable funding agreement with the Combined Authority is agreed.

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1. BACKGROUND

- 1.1 The A141 & St Ives Transport Studies commenced in May 2018. The studies have now concluded and have produced a comprehensive assessment of current and future transport issues for the area, summarised in an Options Assessment Report (OAR). The St Ives Transport Study was funded by Cambridgeshire County Council (CCC) via Scheme Development funding, with the A141 Transport Study funded by the Cambridgeshire and Peterborough Combined Authority (CPCA). The work aimed to develop and assess a range of potential improvement options for the A141 Huntingdon, and St Ives Town Centre and the results are so closely linked that they have been reported together.
- 1.2 The Economy and Environment Committee in February 2018, approved the commencement of the work and provided recommendations for the Members on the Member Steering Group (MSG). These Members on the MSG are listed in Appendix A. Technical work has been commissioned from Skanska and carried out with management by officers, and oversight by eight MSG meetings. Within the project team there has been close collaboration between Huntingdonshire District Council (HDC), CCC, and CPCA officers. The work has seen the production of a transport model for the area, and the production of a robust evidence base to inform transport planning, local plan development, and the assessment of proposals in this area.
- 1.3 The A141 Transport Study has considered a range of interventions that would provide the most benefit for accommodating additional growth beyond that already identified within the Huntingdonshire Local Plan to 2036. A key intervention identified through the work has been a need for major investment in a new outer alignment for the A141 instead of more limited interventions at the existing junctions. It has also tested options against a proposed Third River Crossing between Huntingdon and St Ives.
- 1.4 The St Ives Transport Study has proposed a package of interventions, along with a number of 'quick win' proposals that can be delivered more easily, but also established the case for further study work to look at a larger, more strategic solution to ease the existing situation on the A1123 and facilitate further growth in St Ives over that already in the adopted Local Plan.
- 1.5 The A141 Study, as a CPCA funded project was reported to the Combined Authority Board in August 2020, with a recommendation to release further funding to undertake more study work and scheme development in this area, and take forward the strategic recommendations of both Studies. This report provides a brief summary of the A141 Study, and a more detailed report on the St Ives Study.

2. MAIN ISSUES

- 2.1 The objective for A141 Transport Study was to identify a range of potential transport interventions on the A141 corridor between the Spittal's Way and Ermine Way junction and

the Sawtry Way (B1090) junction, principally to provide capacity in the corridor for future growth beyond that identified in the adopted Huntingdonshire Local Plan to 2036 and to unlock development sites.

2.2 A range of interventions were considered:

- Option 1 local junction improvements on the existing A141 (two-lane entry and exits on all junctions)
- Option 2 signalisation of existing A141 junctions
- Option 3 online dualling of the existing A141
- Option 4 offline single carriageway bypass
- Option 5 offline dual carriageway bypass.

2.3 The studies used information from bespoke runs of two transport modelling tools. This comprised of the strategic transport model for the whole area, the Cambridge Sub-Regional Model (CSRM2), and also a Paramics micro-simulation model covering Huntingdon and St Ives, which provides an assessment of network performance in more detail.

2.4 The assessment of the A141 demonstrated that major investment in a new, strategic road link located along a similar alignment to that identified in the Long Term Transport Strategy would be required, and would deliver sufficient benefits to warrant further investment in the refinement and development of such a scheme. This would be a significant project and would need to proceed through the Department for Transport's (DfT) Business Case process as well as requiring consultation and completion of the appropriate consents processes. Funding for the next stage of work has been agreed by the Combined Authority, who will lead the development of a Strategic Outline Business Case for this scheme. More details on this can be found in the report to CPCA Board in August 2020.

2.4 The main objectives for the St Ives Transport Study were to examine options for reducing existing congestion on the main A1123 and A1096 corridors in the area and to reduce unwanted through traffic on the roads in St Ives town centre. Consideration was also given to improving bus journey times through the town centre.

2.5 The modelling undertaken builds on the transport evidence that supports the adopted local plan and indicates that there are several junctions along both the A1123 and A1096 that are operating at capacity with the introduction of the planned growth in the adopted Huntingdonshire Local Plan. This existing congestion leads to high volumes of through traffic using the roads in the Town Centre as an alternative to the A1123 and A1096. The scope for mitigation at these junctions has been investigated and it has been established that there is very little that can be done within the existing highway boundary over and above that secured for the development set out in the adopted local plan. The modelling undertaken in support of the A141 and St Ives transport studies indicates that in order to facilitate additional development in St Ives over and above that in the adopted local plan

there needs to be a wider strategic study to investigate traffic movements in St Ives with a view to putting forward a more strategic solution to the existing issues.

- 2.6 The St Ives study considered and tested a range of options, including cycling and walking improvements along with junction improvements and alterations to the current road layout along the key A1123 and A1096 corridors, and on roads connecting those corridors through St Ives town centre. The key recommendations for implementation are:
- Introduction of a 20mph speed limit across St Ives Town Centre
 - A right-turn ban for all traffic from Needingworth Road onto A1123 St Audrey Lane
 - Replacing the roundabout at the A1123 St Audrey Lane / B1040 Somersham Road junction with traffic signals
 - Changing priorities at the Ramsey Road / North Road, Globe Place / North Road / Broad Leas and Globe Place / West Street / East Street junctions.
- 2.7 The St Ives Transport Study also considered three further areas of work which have produced separate reports covering bus accessibility, pedestrian and cycling wayfinding, and an on-street parking review. Outcomes from these reports produced three packages of 'quick win' schemes comprising of:
- Improvements to bus stop infrastructure
 - Delivery of comprehensive walking and cycling signage across St Ives
 - Changes to on-street parking restrictions in the town centre area, to reduce illegal and inconsiderate parking and to minimise the obstruction to buses and large vehicles in St Ives Town Centre.
- 2.8 It is proposed to submit all of the St Ives measures above to the CPCA with a worked up and costed programme to request funding which if agreed, would mean that these measures can move into delivery, again following the usual processes and consultation.
- 2.9 In addition to the transport improvements proposed for investment, the St Ives and A141 studies tested a number of different development scenarios for the Huntingdon and St Ives area. This has helped to provide a robust evidence base for use in any future work, including by partners in the development of future Local Plans or associated transport strategies. Furthermore, the studies have also demonstrated the case, following review of the results of the A141 Study, for further investment in a new study for St Ives to look at a wider, more comprehensive solution to strategic traffic issues. Funding to deliver this new St Ives study was allocated by the CPCA in their August 2020 Board report and CCC are expected to lead on this.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

Transport investment in St Ives and Huntingdon has been identified which could reduce traffic from inappropriate routes, and deliver improved facilities for more sustainable travel modes.

3.2 Thriving places for people to live

Transport investment has been identified and funding allocated by the Combined Authority for further study work into strategic infrastructure in the area which will cater for future growth requirements and improve the transport network and the economy. Smaller scale measures to reduce congestion and provide for more sustainable transport has also been identified.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

Investment in walking, cycling and public transport will provide low-carbon travel options and assist the Council in achieving this objective.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

If approved, resource will be required to cost and work up the St Ives proposals, and then deliver them subject to approval of funding by the Combined Authority.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

A funding agreement with the Combined Authority will be required to release funding for delivery of schemes, which would be expected to be implemented through the Highways Service Contract or other appropriate procurement routes.

4.3 Statutory, Legal and Risk Implications

Risks around funding will be addressed in a funding agreement with the Combined Authority, and delivery risks for individual projects will be managed by experienced staff using robust processes.

4.4 Equality and Diversity Implications

An equality impact assessment for the St Ives Study is currently being worked up. This assessment is underway.

4.5 Engagement and Communications Implications

Appropriate consultation on the implementation of projects will be carried out in accordance with standard process.

4.6 Localism and Local Member Involvement

A member steering group has provided direction and received updates on the study work throughout, following the appointment of the supplier, Skanska.

4.7 Public Health Implications

There are no public health implications at this stage.

Implications	Officer Clearance
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: Gus de Silva
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: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Kate Parker

Source Documents	Location
Combined Authority Board Paper, August 2020 A141 and St Ives Transport Studies Options Assessment Report	https://cambridgeshirepetborough-ca.gov.uk/about-us/programmes/transport/a141-board-papers/
St Ives Bus Service Accessibility Review Report St Ives Pedestrian and Cycling Wayfinding Audit Report St Ives On-street Parking Review Report	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/st-ives-transport-study

Appendix A

St Ives & A141 Study MSG Members

- Cllr Ryan Fuller (Chair) - CCC
- Cllr Angie Dickinson - HDC
- Cllr Jon Neish - HDC
- Cllr Mike Humphrey - HDC
- Cllr Sam Wakeford - HDC
- Cllr Tom Sanderson - CCC
- Cllr Graham Wilson - CCC
- Cllr Steve Criswell - CCC

MARCH AREA TRANSPORT STUDY PROGRESS REPORT

To: Highways and Transport Committee

Meeting Date: 15 September 2020

From: Steve Cox, Executive Director, Place and Economy

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

Forward Plan ref: Not applicable **Key decision:** No

Outcome: To report progress on the March Area Transport Study and interim online consultation results and approval to proceed to Outline Business Case (OBC) stage.

Recommendation: It is recommended that the Highways and Transport Committee:

- a) Note and comment on the results from the online consultation set out in paragraph 2.4 to 2.9.
- b) Approve the construction and development of the Quick Wins schemes in Appendix A and Appendix B using budget underspend from this stage of the study and seeking additional funding from Cambridgeshire and Peterborough Combined Authority (CPCA) as required.
- c) Note the preparation of a Strategic Outline Business Case (SOBC) for the schemes outlined in the Option Assessment Report, reported at the March 2020 Economy and Environment Committee.
- d) Approve the programme and costs for Outline Business Case, providing funding is made available by CPCA Board and a suitable funding agreement with CPCA is agreed.

<i>Officer contact:</i>		<i>Member contacts:</i>	
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Tel:	01223 699810	Tel:	01223 706398

1. BACKGROUND

- 1.1 The original March Area Transport Study (2011) and the March Market Town Transport Strategy (2013) identified a number of transport interventions that were needed to address existing congestion problems and provide capacity for housing and employment growth identified in the Fenland Local Plan for March. Although these pinch points were identified in previous studies, no schemes were devised to address the problems.
- 1.2 The Cambridgeshire and Peterborough Combined Authority (CPCA) presented a paper at its board meeting on 28th March 2018 that set out spending on transport during the period 2018-20.
- 1.3 The March Junctions Improvement Package was one of the transport schemes identified in the pipeline of schemes and was allocated £100k in October 2017 and a further £1m in March 2018 for a feasibility study with responsibility for leading and delivering the study delegated to Cambridgeshire County Council (CCC). CCC subsequently appointed Skanska as its consultant support for the study through its Highways Services Contract and the study was renamed as the March Area Transport Study (MATS).
- 1.4 In addition, and following approval from Economy and Environment (E&E) Committee in July 2018, a Member Steering Group (MSG) was established to ensure Local Member involvement throughout the study. The Members on this MSG are listed in Appendix C. This MSG has met twelve times to date and has successfully guided the study throughout its development.
- 1.5 The study has examined a wide range of options developed from officer led workshops and subsequently reviewed by the MSG. These options were assessed using bespoke transport models at a higher strategic and more detailed operational level. Study outcomes are detailed in the Options Assessment Report (OAR) that was reported at the March 2020 E&E Committee. Approval to proceed to Public Consultation with the options identified was also granted at the March 2020 committee meeting.
- 1.6 Since then the Covid-19 pandemic has resulted in the face to face Public Consultation events being postponed prior to launch due to restrictions on mass public gatherings. However, an interim online only consultation was run between 15 May and 28 June 2020 in order to maintain progress with the study. Results of this interim consultation are presented below.
- 1.7 Furthermore, CPCA are keen to press ahead with the study and requested funds were released to progress to the next stage, Outline Business Case (OBC) at the July 2020 CPCA Transport & Infrastructure committee. Agreement to release £1m to fund the OBC was approved at the August 2020 CPCA Board meeting.

2 MAIN ISSUES

Public Consultation

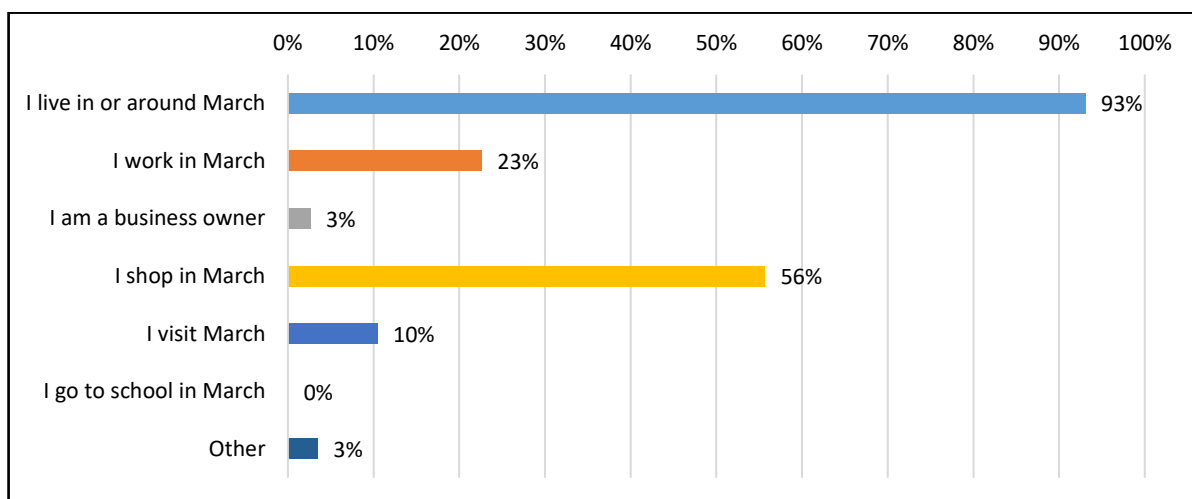
- 2.1 The Covid-19 pandemic and resulting restrictions on public gatherings caused the MATS face to face Public Consultation events to be postponed prior to launch at the end of March 2020. However local Members and CPCA were keen to maintain progress with the study so an interim, online only consultation was held between 15 May and 28 June 2020.
- 2.2 Additional face to face public exhibitions will be held as soon as public health guidelines permit this. The CPCA business case process states consultation on options should be

conducted at Strategic Outline Business Case (SOBC) and Outline Business Case (OBC) stages *if applicable*. CCC would normally conduct public consultation (face to face events) at SOBC stage and progressing to OBC without completing public consultation presents a risk to the project going forward. However, the CPCA are aware of this risk and it helped inform their decision to move forward with the online consultation at the OAR stage, which CCC ran in partnership with the CPCA.

2.3 CCC intend to conduct face to face public exhibition consultation events before the Outline Business Case for the MATS schemes is submitted. This will, however, be dependent on public health advice and alternative consultation methods may need to be investigated if it becomes apparent that face to face events will not be possible within the required timescales.

2.4 Interim online consultation results show circa 5,400 visits to the virtual consultation room and circa 690 visits to the online survey site, which translated into 115 usable completed surveys. The vast majority of respondents live in or around March and/or shop in the town, as the figure below shows.

2.5 A breakdown of respondents connection to the project:



2.6 The majority of respondents were in favour of the proposed schemes, with the following percentages of respondents either 'supporting' or 'strongly supporting' each proposed scheme:

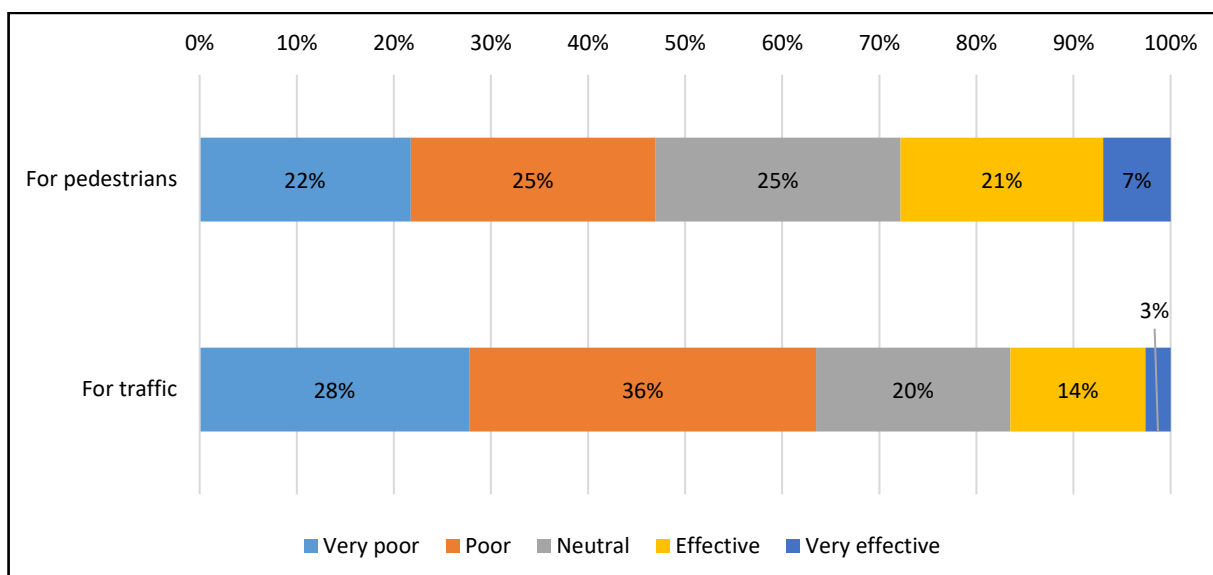
- Scheme 1 – March Northern Industrial Link Road = 71%
- Scheme 2 – A141/Twenty Foot Rd signals = 64%
- Scheme 3 – A141/Hostmoor Ave roundabout (developer funded) = 76%
- Scheme 4 – A141/B1099 Wisbech Rd (Peas Hill) roundabout upgrade = 62%
- Scheme 5 – Broad St/Station Rd large mini roundabout and introduction of high quality public space = 57%
- Scheme 6 – Creek Rd/Station Rd mini roundabout = 62%
- Scheme 7 – B1101 High St/B1099 St Peters Rd signals upgrade = 54%

2.7 In the case of the Broad Street scheme, although 57% of respondents supported the proposals, there was also a relatively high percentage (38%) of respondents who either

'opposed' or 'strongly opposed' the proposals, with only 5 respondents (4%) expressing no strong opinion.

2.8 However,, just under half of respondents think Broad Street is currently 'very poor' or 'poor' for pedestrians in comparison with just over a quarter who consider it to be 'effective' or 'very effective', the remainder are neutral. With regards to how Broad Street currently works for traffic, the majority of respondents consider it to be 'very poor' or 'poor' and only a small percentage consider it to be 'effective' or 'very effective'. The figure below shows this breakdown.

2.9 Views on how Broad Street currently works for pedestrians and for traffic:



2.10 In order to compare the MATS online consultation with more traditional face to face events, the Wisbech Access Strategy held four face to face consultation events in October and November 2017, with around 250 people attending in total. This resulted in 325 completed survey questionnaires. This example demonstrates the need to supplement the online consultation with the planned face to face public exhibitions when public health restrictions permit.

Quick Win Schemes

2.11 Identification and assessment of a number of Quick Win (QW) schemes formed part of the study and these are shown in Appendix A.

2.12 The total budget allocated by CPCA for this stage of the study was £1.1m but expenditure up to end of June 2020 was £785k due to efficiencies made by consultants and the Project Team. CPCA has now agreed to fund construction of as many of the QW schemes as possible with the remaining budget. The Member Steering Group has helped to identify and begin guiding priority on these Quick Wins. Ultimately, it will be for the CPCA as funders to decide which schemes are delivered. Appendix A lists these schemes and their anticipated assessment completion date.

2.13 Target costs for construction for these QW schemes are currently being produced and the aim is for the schemes to be constructed during the financial year 2020-21. Furthermore, the Pedestrian and Cycling Strategy identified a number of other schemes that could be delivered reasonably quickly and CPCA have been approached regarding funding the delivery of these. These schemes require further prioritisation and development, but again they have been presented to and steered by the MATS Member Steering Group. These

schemes are listed, alongside initial high level target cost estimates, in the Pedestrian and Cycling Strategy, attached in Appendix B, and largely comprise of:

- Walking and cycling audits, providing improvement proposals for pedestrian and cycling provision on six key route corridors in March:
 - Broad Street, Grays Lane, Nene Parade
 - High Street, The Causeway, The Avenue (B1101)
 - Station Road (B1101)
 - Elwyn Road, St Peter's Road/Upwell Road (B1099), Eastwood Av, March Sconce
 - Burrowmoor Road and Gaul Road
 - Wisbech Road / Dartford Road (B1099)
- Safe routes to school audits, identifying recommendations for all five March schools:
 - Neale-Wade Academy
 - Burrowmoor Road Primary
 - All Saints Inter Church Primary
 - Westwood Primary and Maple Grove Community Pre-School
 - Cavalry Primary
- Pedestrian and cycling signage audit and improvement proposal, connecting key routes and destinations in March, with a schedule of signage location recommendations and signage design options, including distance and journey time illustrations.

Strategic Outline Business Case

- 2.14 In order to maintain the good progress of the March Study, and in partnership with the CPCA, the MATS Project Board agreed that the study consultants could begin to explore the requirements to proceed to the next stage of work for the study, the Strategic Outline Business Case (SOBC). It was assessed that the majority of this work to get to SOBC had largely already been completed through the OAR (stage 1) work. There were also significant budget efficiencies from the first stage of work and thus it was agreed with the CPCA that the relatively small amount of further work required to get the MATS to SOBC could be carried out as part of the original scope of works, to provide a clear end of stage report in the format required by CPCA. Consequently, in June 2020, the study consultants began to produce an SOBC, for completion in August 2020. Submission of the SOBC represents the end of this stage of the study and permits progress to the Outline Business Case stage and preliminary design of the schemes, providing the SOBC is approved by CPCA Board.

Outline Business Case

- 2.15 CPCA remain keen to progress with MATS and reported progress at the July 2020 Transport & Infrastructure committee meeting, recommending progressing to the Outline Business Case (OBC) and preliminary design stage and further recommended release of an additional £1m to do so. Releasing this further funding was approved at the August 2020 CPCA Board meeting.

- 2.16 CCC will continue to manage the MATS project on behalf of CPCA and propose to continue with Skanska as the consultant appointed via the CCC Highways Services contract. This is subject to a Funding Agreement being established between CPCA and CCC.
- 2.17 Estimated timescales for producing the OBC and preliminary designs for the MATS schemes are outlined in Table 1 below.

Table 1: MATS Outline Business Case	
Activity	Duration
Receive funding agreement and mobilise contractor	Oct 20 – Nov 20
Develop and write OBC	Dec 20 – Aug 21
Preliminary Design of MATS schemes	
Scheme 1 - Northern Industrial Link Road	Jan 21 – Jul 21
Scheme 2 - A141/Twenty Foot Rd signals	Jan 21 – Jun 21
Schemes 3 & 4 - Peas Hill & Hostmoor Ave roundabouts	Jan 21 – May 21
Schemes 5 & 6 - Broad St/Station Rd large mini roundabout & Station Rd/Creek Rd mini roundabout	Jan 21 – Sep 21
Scheme 7 - B1101 High St/St Peters Rd signals	Jan 21 – Jun 21

- 2.18 Estimated costs for producing the OBC and preliminary designs for the MATS schemes are:
- Consultant costs = £604k
 - CCC costs = £225k
 - Contingency costs = £171k
 - Total = £1,000,000
- 2.19 These costs will be covered by the £1m funding that was approved at the August 2020 CPCA Board meeting.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

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

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

3.2 Thriving places for people to live

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

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

3.3 The best start for Cambridgeshire's children

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

- MATS Quick Win schemes have identified key locations on St Peters Rd and Station Road for the installation of zebra crossings enabling safer crossing of busy main roads for school and nursery age children.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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

- The transport schemes outlined in the Options Assessment Report are aimed at reducing vehicle delays and congestion thereby reducing emissions from idling engines
- The walking and cycling strategy developed as one of the Quick Win schemes aims to promote walking and cycling across the town which will encourage reduction in vehicle use. Funding for these schemes is being sought from CPCA.
- The aspiration to improve public realm on Broad Street could further encourage non-car use with associated benefits in air quality.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The MATS project was originally delegated to the Transport Strategy and Funding team by the CPCA. Skanska were appointed as the consultant support for Stage 1 (SOBC stage) of the study via the CCC Highways Services Contract. The total budget for Stage 1 of the study, as allocated by the CPCA, was £1.1m. Stage 1 is currently running under budget, with actual spend to date (since the outset of the study) at around £785k. CPCA agreed the balance of the Stage 1 budget could be used to construct the Quick Win schemes identified by MATS.

Stage 2 of the study (OBC and preliminary design stage) will start in November 2020 subject to funding being agreed by CPCA Board. Estimated costs for Stage 2 are £1m, comprising £604k consultant costs, £225k CCC costs and a contingency of £171k.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

In procuring Stage 1 of MATS, CCC appointed Skanska as the study consultant through the Highways Services Contract. This was in line with procurement practices and CCC propose to appoint Skanska to conduct Stage 2 of MATS, also in line with procurement practices.

4.3 Statutory, Legal and Risk Implications

MATS will be managed robustly using risk registers and other mechanisms within the Highways Services Contract.

4.4 Equality and Diversity Implications

An equality impact assessment for MATS is currently being worked up.

4.5 Engagement and Communications Implications

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

- MATS was scheduled to go to Public Consultation in March 2020 but this was postponed due to Covid-19 restrictions.
- An interim online only consultation was conducted between 15 May and 28 June 2020 led by the CPCA Communications team and supported by CCC Communications officers.
- Face to face public exhibitions will be held as soon as public health restrictions are sufficiently lifted.

4.6 Localism and Local Member Involvement

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

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

4.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
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: Gus De Silva
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: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andrew Preston

Have any Public Health implications been cleared by Public Health

Yes
Name of Officer: Kate Parker

Source Documents	Location
<p><u>March ATS Documents</u></p> <ol style="list-style-type: none">1. Existing Conditions and Data Collection Report2. Sustainable Travel Report3. SATURN Model Validation Report4. VISSIM Model Validation Report5. Forecasting Report6. Options Assessment Report7. Pedestrian, Signage and Cycling Strategy8. Future March: Summary Report of Consultation Findings	<p>https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/march-transport-study</p>

Appendix A – Quick Win Schemes

Quick Win Scheme (QW)	Description	Design Completion Date
QW1 – A141/Twenty Foot Rd	Upgrade junction to traffic signals. Preliminary assessment indicated junction would have to be moved northwards, hence it was removed from QW schemes and added to the main study.	n/a
QW1A – Station Rd	Improve safety for pedestrians. Provide a zebra crossing	Jul 20
QW2 – Upwell Rd/Cavalry Drive	Introduce gateway feature at edge of town, introduce 40mph speed limit buffer and revise deflections on Cavalry Dr roundabout	Jul 20
QW11-13 March-wide Walking/Cycling Strategy	March-wide walking and cycling facility audit and produce improvement delivery plan	Mar 20
QW15 – St Peter's Rd	Improve safety for school children. Provide a zebra crossing	Apr 20
QW16 – March-wide HGV Signage	Improve signage for HGV drivers to reduce poor route choice	May 20
QW19 – A141 / Burrowmoor Rd and A141/Knights End Rd junctions	Introduce street lighting at two junctions. Project removed since endangered species (bats) were discovered.	n/a
QW20 – Traffic signals on B1101	Re-validate signal timings on B1101 between St Peters Rd and Station Rd	Completed May 19
QW21 – Norwood Ave	Complete footway on southern side of Norwood Ave	Nov 20
QW22 – Norwood Rd	Introduce traffic calming on three sections of Norwood Rd	Jan 21
QW23 – Hundred Rd	Complete footway on eastern side of Hundred Rd including build out feature	Aug 20

Appendix B – Pedestrian, Signage and Cycling Strategy Schemes

Route 1 – Broad Street, Grays Lane, Nene Parade

Footways
Replace uneven paving slabs and refurbish guard railing on the corner of Broad Street and Dartford Road.
Refurbish guard railing on the corner of Broad Street and Dartford Road.
Install footway along Robingoodfellow's Lane.
Improve footway condition and width on corners of Dartford Road and Grays Lane, and the corner of Dartford Road and Darthill Road.
Crossing Facilities
Improve pedestrian crossing facilities across Broad Street from Fenland Walk, with installation of raised table with keep clear road markings. ¹
Improve safety awareness for pedestrians crossing Robingoodfellow's Lane at interchange with Station Road and Broad Street. Insert 'Look Right' and 'Look Left' reminder carriageway markings for pedestrians crossing Robingoodfellow's Lane at this junction.
Cycling Facilities
Review cycle parking provision in Broad Street to provide more convenient and secure Sheffield stand provision on both sides of the street.
Install lighting and CCTV security coverage for existing cycle parking stands.
Wayfinding
Improve pedestrian and cycling signage, with journey time and distance to key destinations from Broad Street. <i>Further details provided in Signage Audit Recommendations in Chapter 4.</i>
Remove inaccurate NCN 63 sticker signage from street furniture in Broad Street.
Recommendation
Bus Stops
Improve appearance of the northbound bus stop on Broad Street. Replace shelter with lighting, route map, timetables, new bus stop flag/ post. Reuse existing Real Time Passenger Information provision.
Removal of existing bus shelter
Improve enforcement of illegal parking at both bus stops on Broad Street.
Parking
Re-line all road markings in Broad Street, Grays Lane and Nene Parade, including bus stop laybys, yellow lines and parking bays.
Review and formalise provision of parking in Broad Street and Nene Parade and consider removal of central island parking spaces as part of a reconfigured road layout for Broad Street, incorporating wider pedestrianised areas. Will be included as part of FHSF bid proposals

¹ If the FHSF proposals for reconfiguring the public realm layout on Broad Street are progressed, this proposal will be superseded by those designs.

Route 2 – High Street, The Causeway and The Avenue (B1101)

Recommendation
Footways
Install a footway on section of High Street across entrance to Chapel Street shared footpath, to join up with the existing pavement on the section of High Street from the entrance to Cromwell Hotel to the premises occupied by Leonardo's Pizza. Install dropped kerb access for cyclists and mobility scooters on the section across the entrance to the Chapel Street foot and cycle path.
Crossing Facilities
Improve pedestrian crossing facilities between High Street and Market Place. Scope to install pedestrian crossing central refuge and dropped kerbs on High Street, by Haart Estate Agent. There is carriageway space marked by hatching, to the south of the marked turning lane into Acre Road, as shown in Figure 2.8, below. Costed for non-signalised pedestrian crossing with tactile paving, dropped kerbs and a central refuge.
Provide pedestrian island refuges on High Street south of Market Place (in section of High Street in between signalised pedestrian crossing and zebra crossing).
Provide pedestrian island refuges on High Street south of Burrowmoor Road junction.
Improve safety of pedestrian crossing facilities across Market Place junction with High Street with installation of an uncontrolled raised entry table pedestrian crossing at junction.
Improve safety of pedestrian crossing facilities across Elwyn Road junction with High Street with installation of an uncontrolled raised table pedestrian crossing at junction.
Cycling Facilities
Review cycle parking provision in Market Place and High Street to ensure provision where needed.
Re-line and sign existing cycling infrastructure provision, especially on shared footway sections. Assume 4km of carriageway/footway to reline/sign.
Wayfinding
Update outdated existing destination signage with new wayfinding signage network, providing distance and journey times to key destinations, for direct and quiet leisure routes.
Parking
Parking enforcement to reduce obstructions from vehicles parked on shared use pave

Route 3 – Station Road (B1101)

Recommendation
Footways
Widen footway through level crossing on Station Road. This proposal
Resurface pavements, provision of tactile paving and dropped kerbs at the junctions of Station Road with Norwood Avenue, St John's Road, Milner Close, North Street, Alpha Street, County Road, Queens Street and Thornton Road.
Crossing Facilities
Improve pedestrian crossing facilities on Station Road by Creek Road. The central refuge should be redesigned to create a direct crossing facility to serve the high footfall of pedestrians accessing Sainsbury's car park at this location. ² This proposal could be delivered as part of the FHSF bid.
Improve pedestrian crossing facilities at Station Approach entrance with provision of an island refuge.
Install additional pedestrian crossing point across Station Road with central island refuge tactile paving and dropped kerbs. A zebra crossing on Station Road in the vicinity of St John's Road has been identified and the design is being progressed and delivered by CCC.
Cycling Facilities
Install secure cycle storage facilities for 40 cycles at March train station for passengers.
Assess options for providing cycling infrastructure along Station Road, with shared use footway.
Provide a more direct cycle route linking Station Road with Neale Wade Academy and south east March, via St. John's Road, Wigstone's and the footbridge to the south of the River Nene.
Wayfinding
Install ped/cycle signage, with distance and journey time, for routes between March Railway Station, the town centre and other key destinations, including Neale-Wade Academy.
Sign post and cycle symbol road markings for quieter cycle route into town centre via Nene Parade
Bus Stops
Review bus stop provision in Station Road as part of a March wide bus stop infrastructure review.
Improve appearance of existing northbound bus stop shelter and provision of passenger information at northbound stop close to the station, on Elm Road.

² The Station Road / Creek Road junction is being considered for conversion to a mini roundabout as part of the MATS Town Centre Package of Options, contained with the [MATS Options Assessment Report](#). Improved pedestrian access across Station Road and Creek Street will be considered as part of the design proposal. A junction design proposal is included in Appendix A.

Recommendation
Investigate relocating northbound Station Road bus stop to an alternative and safer location, closer to the entrance of the railway station. (e.g. within Station Approach entrance). This would improve interchange accessibility and increase bus service visibility.
Provide a bus stop for southbound 56 bus services close to the station.

Route 4 – St Peter’s Road, Upwell Road (B1099), Elwyn Road & Eastwood Avenue

Recommendation
Footways
Install footway on south side of Deerfield Road at the junction with Elwyn Road.
Improve the condition of the footpath on Eastwood Avenue.
Crossing Facilities
Improve pedestrian crossing facilities on Elwyn Road, from junctions with Deerfield Road and Badgeney Road.
Support CCC’s proposals for improving pedestrian crossing facilities and traffic calming at junction of St. Peter’s Road, Elwyn Road, and Eastwood Avenue. CCC have undertaken a public consultation regarding junction improvements and the installation of a zebra crossing at the St. Peter’s Road, Eastwood Avenue, Elwyn Road junction. The design proposals for the zebra crossing are provided in Appendix C.
Investigate need for additional uncontrolled pedestrian crossing facilities along St. Peter’s Road.
Examine the need for a controlled crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.
Support CCC’s proposals to introduce traffic calming on approaches to mini roundabout at Upwell Road, Cavalry Drive junction, for the safety of pedestrians crossing at the junction. ³
Wayfinding
Install wayfinding signage network, providing distance and journey times to Neale-Wade Academy, the town centre, and March Railway Station.

Route 5 – Burrowmoor Road, Gaul Road

Improvement
Footways
Create a green shared use route from Gaul Park through to West End Park via Gaul Road and Oxbow Crescent.
Remove cycling access restriction on alleyways into Gaul Park.
Crossing Facilities

³ Traffic calming measures to reduce speeds through the Upwell Road, Cavalry Drive mini roundabout are being designed by CCC for delivery in Autumn 2020.

Improve pedestrian crossing facilities on Gaul Road, to serve as access to Gaul Park, Oxbow Crescent and The Chase Path and create a green link through to West End Park and the town centre.

Tactile paving and dropped kerbs need installing at the following locations: Burrowmoor Road / Ellingham Avenue, Gaul Road / Ellingham Avenue, Ellingham Avenue / Sycamore Close, Gaul Road – Gaul Park and The Chase access.

Wayfinding

Create an off-road/green link from west March through to the parks and town centre. Signage should be installed to promote pedestrian and cycle routes and supported through a Travel Awareness Campaign.

Bus Stops

Undertake bus stop review for this area in partnership with the local bus operator and CCC. The 33 bus route would benefit from the provision of dedicated bus stops and service timetable information.

Lighting / Personal Security

Review lighting provision on off-street paths, especially on the Chase Path and through Gaul Park.

Route 6 – Dartford Road, Wisbech Road (B1099)

Improvement

Footways

Install footway on eastern side of Gordon Avenue.

Crossing Facilities

Improve pedestrian crossing facilities at the junction of Wisbech Road and *Norwood Road*.

Install pedestrian crossing facilities along Dartford Road, including to Lidl supermarket.

Install island refuge crossing facilities to aid pedestrian and mobility scooter accessibility across the B1099 corridor.

Install pedestrian crossing facilities at the A141 / Peas Hill roundabout. Costed for Wisbech Road arm of junction.

Improve junction crossing facilities, with provision of dropped kerbs and tactile paving, across the following side roads: Prince's Walk, Gordon Avenue, Westwood Avenue and Rookwood Road.

Cycling Facilities

Incorporate cycling infrastructure along the B1099, including cycle lanes either on-carriageway, or through a shared footway, providing cyclists with a safe and direct route to Tesco and the Industrial Park.

Wayfinding

Improve the provision of pedestrian and cycle route signage for both the NCN 63 routing and local cycle routes, as part of a town-wide wayfinding scheme.

Further details provided in Signage Audit Recommendations in Chapter 4

Bus Stops

Review and upgrade bus stop provision and accessibility along the Dartford Road and Wisbech Road corridor.

Safe Routes to School

Key Recommendation

Recommendations applying to all five schools in March are:

Introduce 20mph speed limits around all five schools (during term time drop off / pick up) with interactive warning signage (as in place around Westwood Primary). Cost estimate requires further site analysis to confirm size of 20 mph zone and roads to include.

Relining of no parking restrictions road markings outside each school.

Neale Wade Academy Specific Recommendations

Examine the need for a controlled pedestrian crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.

Support CCC proposal for installation of zebra crossing on St. Peter's Road (B1099) at junction with Eastwood Avenue / Elwyn Road. Already costed in Chapter 2 proposals.

Burrowmoor Primary Specific Recommendation

Produce school travel plan. (School Travel Champion +CCC School Travel Advisor)

Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school.

Cavalry Primary Specific Recommendations

Produce school travel plan.(School Travel Plan Champions + CCC

Install dropped kerbs and tactile paving across all side road junctions with Cavalry Drive, close to the school.

Westwood Primary Specific Recommendations

Enforce existing parking restrictions on Maple Road and Henson Road as parents parking illegally at pick up. Existing parking/highways enforcement requirement delivered by LA or Police highway/parking enforcement budget

Repair 20 mph speed limit warning signage on Maple Road and Henson Road. Three signs.

Refresh school travel plan (School Travel Champion +CCC School Travel Advisor)

All Saints Inter Church Academy

Examine the need for a controlled crossing facilities on County Road, close to junction with All Saints Close

Repair the Belisha beacons on zebra crossing in All Saints Close
Turn around incorrectly facing 'Give Way' sign at exit of All Saints Close.

Pedestrian and Cycling Signage Audit

Signage Audit Recommendation
Provide destination signage showing average walking / cycling journey time (in minutes) and distance (in km) for all destination signage.
Provide consistent and linked signage for shared use pedestrian and cycling routes to key destinations, including routes between the railway station, the town centre, Neale Wade Academy.
Remove and replace out of date and damaged destination signage.
Maintain existing signage – keep clean and in repositioned correctly position.
Provision of NCN 63 signage.
Remove inaccurate NCN 63 signage (£60 per sign) and sticker signage (£15 per sticker).
Replace tired and outdated local information map display board in Broad Street and provide new one at March Railway Station.

Appendix C

MSG Members:

- Cllr Janet French – Chair - CCC
- Cllr John Gowing - CCC
- Cllr Steve Count – FDC
- Cllr Mike Cornwell - FDC
- Cllr Mark Purser – MTC
- Cllr Ray Jack – MTC

CAMBRIDGESHIRE HIGHWAYS CONTRACT ANNUAL REPORT 2019/20

To: **Highways & Transport Committee**

Meeting Date: **15th September 2020**

From: **Steve Cox, Executive Director, Place and Economy**

Electoral division(s): **All**

Forward Plan ref: **N/A** *Key decision:* **N/A**

Outcome: **To update committee on the performance and achievements of the Highway Term Services Contract for the period 1st April 2019 to 31st March 2020.**

Recommendation: **Note the 2019/20 Cambridgeshire Highways Annual Report**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Emma Murden	Names:	Cllr Ian Bates/ Cllr Mark Howell
Post:	Highway Commission Manager	Post:	Chair / Vice-Chair H&I Committee
Email:	Emma.murden@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk
Tel:	07786 336249	Tel:	01223 706398

1. BACKGROUND

- 1.1 Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska. The current Highway Services Contract commenced in July 2017 and runs for an initial period of ten years with the option to extend subject to performance. The contract covers professional and operational services for a variety of highway improvements and maintenance work across Cambridgeshire.
- 1.2 This contract delivers highway and transport projects for the County Council, Greater Cambridge Partnership and supports the work of the Cambridgeshire and Peterborough Combined Authority.
- 1.3 The work that the contract carries out is underpinned by the County Council's approved approach to asset management. This approach is set out in the Highway Operational Standards (HOS), a document that is reviewed and approved annually by this Committee.
- 1.4 Throughout 2019/20 overall performance of the contract has continued to steadily improve, with 78% of Key Performance Indicators (KPIs) being green. The contract has achieved a turnover of circa £41 million compared with approximately £50 million in the previous year, although 2018/19 saw extra Department for Transport (DFT) funding compared with 2019/20. Throughout the year challenges faced included programme delivery (Local Highway Improvement initiative), capturing efficiencies (cashable & non-cashable) and demonstration of value for money across the contract.

2. MAIN ISSUES

- 2.1 The original procurement of the highway contract stipulated savings in year 3 against the contract of approximately £2million (combined capital and revenue), when taking the achievable targets into account. The savings target is based on the value of work put through and delivered by the contract and therefore varies year to year.
- 2.2 Set against the £2m target, this year we achieved £1.75 million. The £250k shortfall has resulted from delays to the integration of the business across the Cambridgeshire and Peterborough highway teams, late rollout of technology on the operational fleet reducing the opportunity to maximise process efficiencies and the recovery of green claims plateauing (where our infrastructure is damaged and the Council seeks damages back) and subsequently reducing, therefore not achieving the cashable benefit originally estimated.
- 2.3 The Cambridgeshire Highways Joint Management Team (JMT) have been working to capture efficiency savings throughout the year that contribute to the achievement of the required savings.
- 2.4 On behalf of the council LGSS Audit is currently working with Cambridgeshire Highways to review the contract, with a view to undertaking an open book audit, covering the first 3 years of the contract (1 July 2017 to 31 March 2020). The progress of this is being overseen by the Strategic Collaboration Board, which is chaired by the Chairman of the Highways & Transport committee.
- 2.5 In terms of contract performance against KPI's, during the course of 2019-20, four of the eighteen KPI's did not meet their target. Whilst this is consistent with last year (2018/19), it

is not a case of performance remaining consistent month on month. In certain cases, performance was improving but the impact of a new IT system being rolled out across the Skanska business, has hampered some of this ongoing progress.

2.6 The four KPIs that have not met their targets were:

- Scheme target costs compared with actual cost within specific tolerances - working group in progress to review this KPI.
- Street Works permitting violations – a new system has been developed and successfully trailed in one depot. Further improvements expected once rolled out across the County.
- Final accounts agreed within 3 months of completion date – performance was reaching the target at the beginning of 2020, however the implementation of Skanska's new IT system Causeway has had an impact, with performance tailing off towards year end.
- Percentage of schemes delivered to the agreed programme dates – not achieving the target. This is being reviewed by JMT in conjunction with the commercial and performance group.

2.7 Alongside the formal performance improvement process regarding progress against KPIs, the contract also continues to look at ways of providing better quality and more efficient services across the board. Key improvements that have been implemented over the last year include the development of an Annual Plan outlining the work required for the financial year to enable more efficient programming and resourcing and the creation of an efficiency register to better capture innovation and savings.

2.8 Health and Safety of our employees, supply chain and the general public remains a key focus. Investment in fostering a proactive safety culture through training and promotion of an Injury Free Environment (IFE) remains high. Cambridgeshire Highways maintained its good safety record throughout 2019/20 with no incidents taking place which required an employee to take time off work. No lost time incidents have been experienced on our sites since September 2018 with no incidents notifiable to the Health and Safety Executive since the beginning of the contract in July 2017.

2.9 Notwithstanding certain aspects of the partnership requiring improvement, the contract continued to support delivery of in excess of 150 schemes. These included the continuation of the cycleways, structures, resurfacing schemes, safety schemes, surface treatments, transport planning, design services, local highway improvements and park and ride. The contract also supports wider services for the Council with work undertaken for Park and Ride sites, Education, County Farms, Waste and various third party works.

Notable successes for 2019/20 include:

- Deployment of 3 Dragon Patching machines to deal with potholes and surface defects, now dealing with over 40,000 repairs per annum.
- Social Value fund of £27k to allocate to worthy community causes where budgets do not already exist.
- £3.3 million of extra Department for Transport funding, mainly delivered through this contract.
- Significant efficiencies in specific areas of the business, e.g. combining programmes

of work, traffic management, green claims and training.

- 2.10 A stakeholder survey is yet to be undertaken for 2019-20. It should have taken place around Easter but has been deferred due to COVID 19. JMT intend sending it into County Councillors, Parish Councils and Town Councils later in the autumn.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

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

- The contract delivers the key elements of the highway service, which ensures that our communities and the travelling public can function effectively and efficiently when using the highway network.

3.2 Thriving places for people to live

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

- The services the contract provides ensures access and equity for all service users wherever practicable to do so, encouraging economic prosperity and environmental sensitivity for a thriving place to live.

3.3 The best start for Cambridgeshire's children

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

- The contract through the delivery of road safety and accessibility improvements, the overall service contributes to supporting and protecting vulnerable people. It provides support to educational establishments, apprenticeships and actively participates as STEM ambassadors. The Social Value Fund has also supported a number of community initiatives.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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

- Through the contract, we are working to align with the priorities set out in the CCC Climate change and environment strategy 2020, with carbon plans and participation on the Sustainability Business Group.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

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

- Spend for 2019/20 financial year was circa £41 million, and typically the average annual spend of £35 million has been seen on the previous contract.
- The Highways Operational Standards sets out the asset management approach to funding and servicing the highway network, this included funding and bid allocations.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- The contract complied with the Council's Contract Procedures Rules, EU or UK legislative risks; LGSS Procurement led the procurement process to ensure compliance.
- The governance procedure laid out in the Contract are followed for key contract decisions. There is a contract risk register in place which is regularly reviewed by the partnership's joint management team, or escalated to the Strategic Collaboration Board.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

Within the contract, we actively encourage staff to participate in health and mental wellbeing offerings from both organisations and embrace a variety of cultures from all backgrounds and give opportunities to all.

4.5 Engagement and Communications Implications

Cambridgeshire Highways actively promotes regular and timely engagement with local Members and communities across the county. As such, a Communication Plan has been adopted for the partnership and is owned by the Joint Management Team.

4.6 Localism and Local Member Involvement

The contract is a key method of developing and delivering Local Highway Improvements. Supported by local members, this initiative empowers local communities to progress highway improvements through contributing toward local highway priorities. The work of the contract also engenders volunteers to get involved in the highway service such as winter volunteers or highway volunteers. Officers and elected members continue to work together on all aspects of the highway service on a daily basis.

4.7 Public Health Implications

Delivering public highway infrastructure that promotes active travel patterns that contributes to the public health agenda. Our road safety service also actively campaigns to ensuring the number of people killed or seriously injured on our highway network is reducing year on year. Also during COVID 19 the teams were following the government guidance when delivering the service.

Implications	Officer Clearance
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: Gus De Silva
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 McMillian
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: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Cambridgeshire Highways Contract Annual Report 2019/20	Attached to this report

Cambridgeshire Highways Annual Service Review 2019/20

Executive Summary

Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska, delivering through the Highway Services Term Service Contract. The value of the contract in 2019/20 was circa £41m.

Highlights throughout 2019/20 include:

- Introduction of surveys to understand perceptions of elected members and local councils; as well as an employee survey.
- £19.6m has been spent on local suppliers and subcontractors during 2019/20, helping to keep employment and money within Cambridgeshire. This represents 65% of the total supplier spend.
- More effective use of the pothole patching vehicles, known as dragon patchers, resulting in a significantly reduced cost per pothole in Cambridgeshire compared to national averages. These supported the repair of 63,666 potholes and similar defects throughout 2019/20.
- Continued rapid response to emergency incidents, including a high volume of fallen trees and other incidents during Storm Ciara and Storm Dennis.
- Additional funding of £3.3m awarded by Department for Transport.
- Completion of Skanska's first project for Greater Cambridgeshire Partnership at Trumpington Park and Ride extension.
- Around £1.75m of efficiency savings including more effective use of dragon patchers and supply chain programme savings.
- Health, safety and wellbeing initiatives including topics on mental health, underground service avoidance and materials storage rolled out throughout the partnership.
- Forward planning on the development of the carbon plan.
- Community initiatives, such as an additional £27.7k added to the Social Value Fund. Time and resources have been provided to charities and public services around Cambridgeshire, such as the Prospects Trust and STEM in schools.

1. Introduction

Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska, responsible for maintaining and developing the highway network across Cambridgeshire and providing a full range of professional and operational highway services to the County Council.

It includes work on the local network but does not include street lighting or any work on the trunk road network, such as the A14.

Cambridgeshire Highways is responsible for maintaining:

- 1,500 road bridges
- 2,500 other bridges
- 2,800 miles of roads
- 1,900 miles of footways

Cambridgeshire Highways operates a two-tier governance structure, headed by a Strategic Collaboration Board, which sets strategic aims for the service. This strategic direction is implemented by an operational-focussed Joint Management Team. Both entities include members from both Cambridgeshire County Council and Skanska.

This report aims to give an overview of contract performance during the 2019/20 year and highlight some areas where developments have occurred.

2. Contract Overview

The Cambridgeshire Highways partnership continued to build on the first year of the contract, focussing on improving service delivery and making efficiency savings. The value of the contract in 2019/20 was circa £41m.

The breakdown of spend is as follows:

Highways Maintenance including cyclical work	£14,277,035
Patching	£1,753,671
Schemes	£18,367,993
Winter Maintenance	£963,250
Emergency	£576,078
Design	£5,175,849
Prelims	£98,288

Key staff changes

Cambridgeshire Highways welcomed Matthew Riches as Skanska Operations Director for the Eastern region. Matthew was previously Skanska's Business Director for Hampshire Highways. Matthew replaces Jim Daughton on the Strategic Collaboration Board following Jim's move to take responsibility for Skanska's West-based highways and street lighting contracts.

Stakeholder survey

Cambridgeshire Highways' first survey into the perceptions of elected members and parish councillors was carried out in early 2019. A follow up survey was planned for April 2020 but has been postponed due to the Covid-19 situation and will be carried out at a later date.

Staff survey

A staff survey was carried out in September 2019, gauging perceptions and culture of the service of all staff and operatives working on Cambridgeshire Highways. As a result of the survey, internal communications was highlighted as an area for improvement. The partnership is multi-faceted and staff indicated that they were not fully aware of what was happening in parts of the partnership. As a result, a quarterly staff newsletter is now produced with editions sent out in December 2019 and March 2020. A follow up survey will be conducted in Autumn 2020.

Supply Chain

Our supply chain help deliver our service in Cambridgeshire by providing services and materials. Almost £30.3m was spent with suppliers and subcontractors during 2019/20. Of this over £19.6m was spent with local companies, representing 65% of total supply chain spend, helping to keep employment and money within Cambridgeshire. 59% of our subcontractors are SMEs.



We held a training event with our extended key supply chain partners in July 2019. This included education in administration of the contract, discussions on performance improvement and reinforcement of Council priorities.

Audits

The partnership has been audited several times during 2019/20.

BSI have undertaken audits against Skanska's international management system standards, ISO9001 (quality), ISO14001 (environmental), ISO45001 (health and safety) and ISO44001 (collaborative working). These were very positive with one minor finding relating to scheme testing plans now addressed.

The dragon patcher is now accredited to National Highways Sector Scheme 13, a specific quality standard interpreting the requirements of ISO9001 for the supply and application of surface treatments to road surfaces. The audit in Cambridgeshire identified no non-conformances.

The Open Book Cost Management audit is ongoing and findings will be published in due course.

Covid-19 Response

The UK response to the Covid-19 pandemic occurred in the last few weeks of March 2020. The response from Cambridgeshire Highways was swift a joint highways continuity group was set up in response to the UK lockdown and it continues to manage the recovery. Offices were closed in line with government advice although depots remained open throughout for operational reasons. All scheme work was initially stopped in the interests of safety with a focus on re-starting work when it could be risk-assessed as being able to be carried out safely.

The government identified highway workers as key workers and a service has been maintained throughout the crisis, focusing initially on providing an essential emergency and safety-critical service.

3. Maintenance

Routine and Cyclic Maintenance

Cambridgeshire Highways completed over 9,200 maintenance orders throughout 2019/20. This included the repair of 63,666 potholes and similar defects across the county, an increase of 9.2% compared to the previous year.



The pothole working group has continued to review the operations and activities of this service and ensure that acceptable levels of quality are maintained.

Following the work done last year to improve timescales for responding to orders, including pothole repairs that are deemed to require a response within 5 days, Cambridgeshire Highways has generally hit the target throughout the year. However, a dip can be seen in the winter months of February and March.

In addition, effective scheduling of work coupled with use of the dragon patcher has enabled the cost to fill each pothole in Cambridgeshire to fall significantly below the national average. The combined cost to fill a pothole in Cambridgeshire (reactive and planned) was £41 during 2019/20. This compares to an average cost in England¹ of £44 for planned and just under £74 for reactive work, according to the most recent Annual Local Authority Road Maintenance (ALARM) survey conducted by the Asphalt Industry Alliance.

Emergency Response

Cambridgeshire Highways' emergency response crews attended 1,063 emergency incidents between April 2019 and March 2020. 95% of these incidents have been responded to within two hours of notification, which exceeds the KPI target consistently and is something we are always striving to perform to the highest standard.

¹ Excluding London

This included a terrific effort from the teams to keep the network open during Storm Dennis and Storm Ciara on consecutive weekends in February.

Winter Service

Cambridgeshire Highways' gritter drivers completed 40 gritting runs between November and March, keeping the highway network open and safe. This equates to over 1,500 individual gritter routes.

All routes were treated within the two hour target times, with the exception of 2 routes on Day 1 of the season. In addition to Cambridgeshire's fleet of gritters, quad bikes were used to treat the cycleways in Cambridge and the guided busway service track. Other areas such as town centres and footbridges are also treated.

4. Projects

The partnership delivered a number of capital funded projects which consisted of those outlined below.

Carriageway and Footway Maintenance	28
Local Highway Improvements	71
Projects – Private works	15
Delivering Transport Plan Aims	5
Bridge Strengthening	4
Road Safety	2
Traffic Signals	9
Cycling	14
Major Schemes	11

Additional Funding

The Council was awarded additional funding from the Department for Transport during 2019/20. This comprised of:

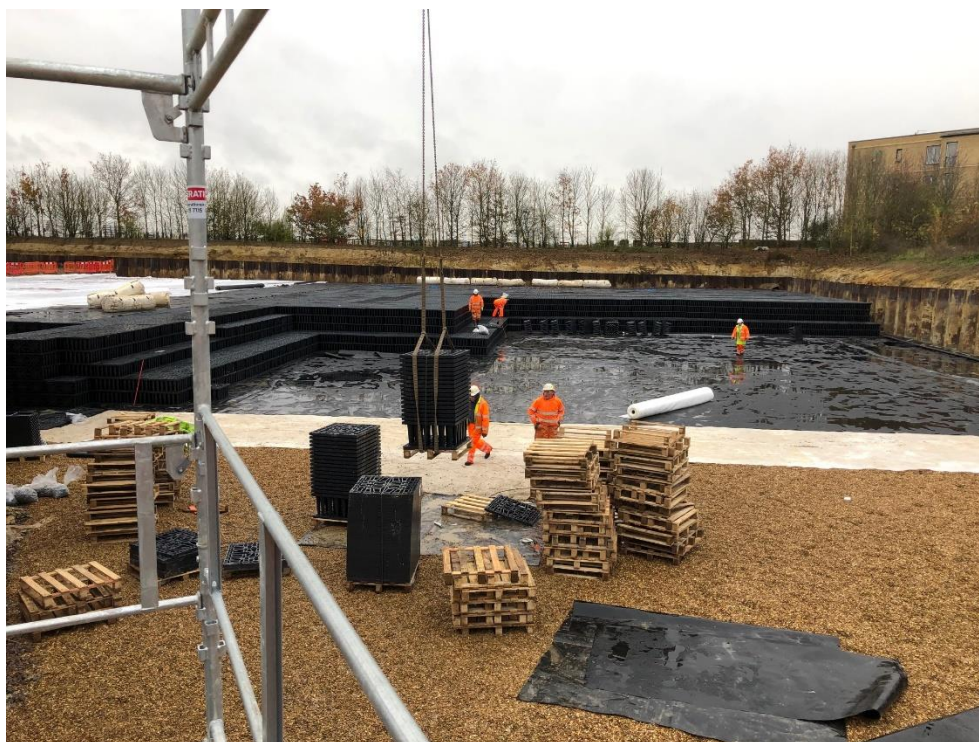
- Incentive fund £2.5m
- Pothole action fund - £800,000

Major Projects

Major projects that were on site or developed during 2019/20, the following being delivered for the Greater Cambridge Partnership include:

Trumpington

Works were completed to add more parking capacity to the existing Trumpington Park and Ride. Around 200 spaces were added. The project required diverting the existing pond into an underground 6,500m³ attenuation tank. The new car parking spaces were constructed over the top of this tanking. The final handover was conducted in May 2020, following a brief site closure due to coronavirus restrictions.



Histon Road

The Histon Road project aims to provide better bus, walking and cycling facilities along this key arterial route. A temporary one way system has been introduced to allow works to progress faster and disruption kept to a minimum. Works are now being carried out on 5 fronts on the project including on Histon Road itself and the Huntingdon Road junction. The project is planned to be complete by Summer 2021.

5. Contract Performance and Improvement

Cambridgeshire Highways' performance is measured using 18 key performance indicators (KPIs). The KPIs broadly cover the following areas:

- Timeliness of emergency response, routine and cyclical maintenance, scheme delivery and gritting
- Cost predictability – final costs to Cambridgeshire County Council compared to initial targets
- Value for Money
- Stakeholder Engagement
- Quality of work
- Efficient occupation of the highway network
- Health, safety and environmental performance
- Team integration and culture

The table below summarises KPI performance for 2019/20 ratified at the time of publication².

Key Performance Indicator	Target	Annualised Score	Comments
Percentage of in and out of hours' emergency calls responded to within the response time defined in the HOS	90%	95%	
Percentage of Cat 1 orders completed within agreed timescales, as defined in the HOS	90%	91%	
Percentage of schemes delivered to the agreed programme dates	95%	93%	On target since Jan 2020
Percentage of schemes delivered within +3%/-10% of agreed target costs	95%	81%	Focus area for 2020
Lost Time Incident Frequency Rate (LTIFR) To measure the employee time lost following an Incident per 100,000 hours worked.	1.2	0.0	
Percentage of Cat 2 orders completed within agreed timescales, as defined in the HOS	90%	90%	
Percentage of cyclic maintenance activities delivered to the agreed programme	95%	100%	
Percentage of Precautionary Treatment runs completed within the target detailed in the Winter Service Plan	100%	100%	
Number of Defect Certificates as % of total number of Task Orders.	2%	0.2%	
Percentage of non-compliance which would have resulted in an FPN as a proportion of all Street Works Permits that commenced in the reporting month.	5%	43%	Focus area for 2020
Accident Frequency Rate (AFR) To measure the number of reportable accidents per 100,000 person hours worked. Reportable accidents are those as defined under RIDDOR.	0.75	0.00	
Recycled Construction Waste, Percentage of arisings recycled into usable construction material	95%	98%	
Percentage of final accounts for all task orders that are agreed within 3 months of completion date	98%	78%	Achieved the target in Dec/ Jan.

² All KPIs ratified and agreed by July 2020. Further measures to be agreed following 2019/20 financial closedown.

Work has been ongoing throughout 2019/20 to improve performance in several key areas. As a result, a significant improvement to delivery of schemes to planned programme dates has been made, such that the 95% target was achieved in the last quarter of the year.

Focus areas for improvement in 2020/21 include:

- improving street works notification times.
- processing and predictability of cost.

Business Intelligence Technology

Building on the work carried out to support the management of performance last year, Business Intelligence software has been used further. The software collates data from various sources and is used to support management decision making. The system has been used to great effect in improving the timescales taken to agree final accounts by providing bespoke reports tailored to each employee and highlighting the priority orders.

6. Efficiencies

Through introducing better working practices and introducing innovation in a structured way, Cambridgeshire Highways has delivered efficiency savings of circa £1.75 million during 2019/20. Some of the most significant savings and efficient ways of working are shown below.

Dragon Patcher

Following the purchase in 2018 of two new pothole patching vehicles, known as dragon patchers, these have been utilised more effectively throughout 2019/20. Orders have been programmed more efficiently, using the dragon patchers to complete large areas with multiple defects, where possible. As a result, the dragon patchers have completed 42,793 potholes and similar defects during 2019/20, representing over two-thirds of the total and providing over £1.4m of efficiency savings to the Council when compared to traditional methods. This includes a third patcher which was hired to Cambridgeshire County Council partway through the year and remains active on the network.



Examples of how other savings have been realised include:

- Supply chain efficiencies realised through economies of scale on the 2019/20 surface dressing programme – c.£235,000
- Aggregate recycling – c.£50,000
- Optimisation of road closures and sharing of traffic management – c.£10,000
- Joint training opportunities – c.£15,500

7. Safety, Health & Environment

Cambridgeshire Highways is committed to ensuring the health, safety and wellbeing of its employees. Several initiatives have been undertaken during 2019/20, including:

a. Mental Health

Mental Health Awareness week was held in May, shining a light on the high proportion of mental health issues in the construction industry.

b. Focus on Safety Eye Wear

Presentations and workshops were delivered focussing on the importance of safety eyewear. This included both Cambridgeshire Highways and supply chain employees.

c. Injury Free Environment (IFE)

Further training on the Injury Free Environment programme for Skanska, Cambridgeshire County Council and supply chain staff

d. Material storage

Storage bay assessments were carried out in all depots. These were followed up with repairs and maintenance alongside continued monitoring.

e. Contract Documentation

Review of various safety related documentation has been conducted, including full review of Construction Phase Plans for schemes.

f. Underground Services

Rollout of 'line in the sand' presentations on avoidance of underground services, alongside full review of permitting system to excavate. This was aimed at operational managers and supervisors with a separate version for operatives.



Cambridgeshire Highways maintained its good safety record throughout 2019/20 with no incidents taking place which required an employee to take any time off work. No lost time incidents have been experienced on our sites since September 2018 with no incidents notifiable to the HSE since the beginning of the contract in July 2017.

Climate Change and Environment Strategy

Cambridgeshire County Council (CCC) declared a Climate and Environment Emergency in May 2019, which was passed unanimously, and committed CCC to the development of a Climate Change and Environment Strategy and Action Plan, a consultation was undertaken in 2019/2020 and the Climate Change and Environment Strategy was formally approved in May 2020.

Our vision is to deliver net-zero carbon emissions for Cambridgeshire by 2050, in partnership with all stakeholders, whilst supporting our communities and Cambridgeshire's biodiversity and environmental assets to adapt and flourish as our climate changes.

CCC is committed to the UK Green Finance Strategy and becoming net-zero in carbon emissions by 2050. The Council is developing a range of green community energy initiatives to help deliver a cleaner and better environment for everyone but achieving this ambition can only be done in partnership with our businesses and communities. Skanska also

endorses this ethos in their business, something the partnership is prioritising going forward.

A Sustainability Business Group comprised of like-minded companies who are committed to Cambridgeshire's environment, society and future, as well as the health of their workforce, their aims are to help guide the development of these carbon offsetting initiatives, Skanska is participating on this working group. Within Cambridgeshire Highways we also planned for a Carbon Plan Workshop involving all parties within the partnership, to discuss the measures we can take to reduce our carbon footprint, the initial meeting has been deferred due to Covid19, and will be rescheduled in the near future.

8. Community Benefit

Communications Plan

A communications plan has been utilised throughout 2019/20 to communicate our activities with the public. A number of themes have been identified which inform and share key messages throughout the contract via a variety of media channels.

With updates on key messages relating to our service delivery, local events or incidents affecting our highway network.

Social Value Fund

To comply with the Social Value Act 2012 a social value fund was created within the Highway Services Contract. It operates in tandem with the contract's payment mechanism, which is based on target cost. For instance when a scheme is priced the price given is known as the target cost. Upon completion of the scheme the county council pay the actual cost of the work. Should the actual cost be higher than the target then this referred to as 'pain'. However if the actual cost is lower than the target this is referred to as 'gain'. For any 'gain' that is achieved Skanska are contracted to pay 20% into a pot known as the Social Value Fund.

Applications are submitted for consideration annually, where highways and transport staff across Cambridgeshire Highways, have been approached by community groups but existing budgets do not permit the financial support they are seeking.

The Social Fund Account is managed jointly by the Contractor and the Employer to release parts of the Social Fund Account to different third party social causes that comply with the social values of CCC, that are not already covered from existing budgets. A panel of 3 assess and score the applications. The panel consists of the Chair of the Strategic Collaboration Board (Chair of Highways & Transport Committee), Assistant Director Highways (Cambridgeshire County Council) and the Cambridgeshire & Peterborough Business

Director (Skanska). Scoring is made against 6 criteria; Corporate Outcomes, Added Value, Partner Benefits, Partner Impacts, Value for Money and Community Benefit.

In 2017/18, the first year of the contract, this social value fund amounted to £14,888.03 of which £11,600 was allocated to:

- Youth Travel Ambassadors - £4k
- Independent travel for special needs students - £2k
- Road Victims Trust - £2k
- Course for Event Organisers - £3.6k

In 2018/19 the sum of £27,732.98 was added to the fund. This has yet to be allocated, as the original proposal was not taken forward for a variety of reasons. Financial closedown of 2019/20 is still to be completed, however once complete it is anticipated that a further sum of money will be paid into the social value fund account. The current value of the fund sits at just over £31k, applications will be sought from Cambridgeshire Highways staff in September 2020 and funding allocated accordingly in due course.

Prospects Trust

Cambridgeshire Highways employees working for Skanska and our supply chain helped out again at Prospects Trust for a week in May 2019. The Prospects Trust is an organic farm in Cambridgeshire which provides young adults with disabilities the chance to learn, work and grow produce. Activities carried out included laying concrete paths to enable wheelchair users to move around the site, installing a soakaway in the car park, cladding a toilet block, turf laying and various other general maintenance activities.

Cambridgeshire Highways' supply chain members provided labour, plant and materials.



Houghton School, Hunts

Some Skanska Cambridgeshire Highways employees helped out at Houghton School in Autumn 2019 by creating a garden for a former student who died of a brain tumour.

Naming competitions

Naming competitions for our fleet of dragon patchers and 37 gritters were held over social media as well as via traditional press and radio. There were hundreds of suggestions with the winning names including:

Dragons – Al Patchino, You’ve Been Flamed

Gritters - Brad Grit, Usain Salt and Spread Sheeran

School visit

The dragon patcher was taken to St John’s School, Cambridge and presented to over 100 pupils as part of a wider activity about highway defects.

Using our apprenticeships to help the community

As part of their training, Cambridgeshire Highways apprentices resurfaced an area at Abbey College, Ramsey to allow easier access, removing steps and uneven slabs. Drainage was also installed to alleviate flooding. This and similar arrangements allow our apprentices to hone their skills whilst providing an improved environment for our communities.



COVID 19 – TEMPORARY CYCLING PROPOSALS

To: **Highways and Transport**

Meeting Date: **15th September 2020**

From: **Steve Cox, Executive Director - Place and Economy**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Outcome: **To agree a set of measures for implementation across the County to encourage cycling during the Covid-19 crisis and through recovery.**

Recommendation: **Committee is recommended to:**

- a) Note and comment on the list of cycle scheme proposals for development and implementation from Tranche 2 of the Emergency Active Travel Fund as set out in Appendix A;**
- b) Delegate to Executive Director - Place and Economy in discussion with the Chairman and Vice Chairman of the Highways and Transport Committee the agreement of any changes to the programme.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1 BACKGROUND

- 1.1 On the 9th of May, the Government announced that £225M from the Emergency Active Travel Fund (EATF) was being made available for authorities in England to be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions, and cycle and bus-only corridors. The funding was to be delivered in two tranches; a first tranche of £45M and a second tranche of £180M. The Cambridgeshire and Peterborough Combined Authority (CPCA) was indicatively allocated £575,000 from Tranche 1 and £2,299,000 from Tranche 2.
- 1.2 The CPCA submitted a bid for funding from the first Tranche, which was made up of scheme proposals developed by Peterborough City Council (PCC), and by Cambridgeshire County Council (CCC) in consultation with the five Cambridgeshire Districts and the Greater Cambridge Partnership (GCP). The CPCA was allocated £642,397, and has passed this funding to Cambridgeshire County Council and Peterborough City Council. CCC has received almost £470,000 from Tranche 1.
- 1.3 This Committee approved CCC's Tranche 1 EATF programme at its meeting of 16 June 2020. Confirmation of the grant award was received by the CPCA on 3 July 2020, formally starting the eight week Tranche 1 delivery period (to 28 August). Delivery of the Cambridgeshire programme commenced before this point, taking advantage of the CPCA's offer to forward fund works by the Councils in advance of the funding from government.
- 1.4 On 10 July, the Department for Transport invited bids for funding from Tranche 2 of the EATF to be delivered or committed by the end of the 2020/21 financial year. The CPCA again requested that CCC and PCC develop proposals for Tranche 2.
- 1.5 The guidance for the second tranche of funding remains unchanged from the first, with a focus on 'measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart'. The timescales for Tranche 2 require that funding is spent or fully committed in this financial year.
- 1.6 This report sets out:
 - Indicative timescales for consultation and engagement on the Tranche 1 schemes that have been delivered, and for consideration of Tranche 1 proposals by this Committee, including the formal processes for Experimental Traffic Regulation Orders (ETROs).
 - The Tranche 2 proposals that were developed with the City and District Councils and the GCP, and submitted to government on the 7 August 2020.
 - Delivery of Tranche 2 proposals, and resource implications.
 - Future funding from government.

2 MAIN ISSUES

Proposed timescales for Committee consideration of Tranche 1 proposals

- 2.1 The table below provides indicative timescales for engagement, consideration and decision making on measures delivered with Tranche 1 funding from the EATF. The closing date for formal objections to an ETRO is contingent on no changes being made to a scheme covered by it in the six months from when the ETRO came into force. Any alterations to a scheme would reset the start date of the six month objection period for that scheme.

Early Nov 2020	GCP / CCC launch formal consultation for six week period on the following schemes implemented with Experimental Traffic Regulation Orders.
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	<ul style="list-style-type: none"> • Bus Gate ETRO covering Mill Road, Cambridge (CCC delivered). • Prohibition of Driving ETRO covering the following roads in Cambridge (GCP delivered): <ul style="list-style-type: none"> – Newtown Phase 1 – Prohibition of driving on short stretches of Bateman Street, Coronation Street, Pemberton Terrace (and suspension of the one-way flow in Coronation Street between St. Eligius Street and Panton Street). – Prohibition of driving covering a short stretch of Carlyle Road. – Prohibition of driving covering a short stretch of Luard Road. – Prohibition of driving covering a short stretch of Nightingale Avenue. – Prohibition of driving covering a short stretch of Storey's Way and suspension of the existing 2 metre width restriction. • Silver Street – Bus Gate ETRO extending hours of operation to all hours of the day on all days (GCP delivered).
	Signposting to website where comments can be made on other schemes implemented in Tranche 1.
Nov to Feb 2021	Final opportunity for consideration of any changes to be made to Tranche 1 measures implemented with ETROs, on the basis of feedback and objections received. See row below for deadlines for each scheme. Decision delegated to Executive Director – Place and Economy or Assistant Director Highways in consultation with the Chairman / Vice Chairman of this Committee – see relevant paragraphs from 16 June report to this Committee in Appendix B. Opposition Lead Members and Local Members will be asked for their views.
Dec 2020 to Feb 2021	<p>Closing dates for comments (end of six month statutory period under which objections to ETROs can be registered, subject to no changes being made to the scheme in that period) for the schemes noted below:</p> <p>24 December 2020</p> <ul style="list-style-type: none"> • Mill Road, Cambridge (CCC delivered). <p>10 February 2021</p> <ul style="list-style-type: none"> • Bell Hill and Winders Lane, Histon (CCC delivered). <p>12 February 2021</p> <ul style="list-style-type: none"> • Newtown Phase 1, Carlyle Road, Luard Road, Nightingale Avenue, Storey's Way (all GCP delivered). <p>24 February 2021</p> <ul style="list-style-type: none"> • Silver Street (GCP delivered).
Early July 2021	Final communication with stakeholders seeking comment on Tranche 1 measures.
Sep 2021	GCP take reports to their Joint Assembly and Executive Board seeking recommendations on whether their six Tranche 1 schemes implemented under ETROs should be made permanent.
Oct 2021	CCC Highways and Transport Committee to consider whether the ETROs relating to the Tranche 1 CCC schemes and the GCP schemes noted above should be confirmed, making them permanent.
Jan 2022 onwards	CCC / GCP implement permanent measures for any Tranche 1 schemes that are confirmed.

2.2 Depending on how matters progress as conditions on the transport network revert to normal or move towards a new normal, it may be necessary to consider changes to measures outside of the timescales noted above.

2.3 The process for Tranche 2 schemes implemented using ETROs will be similar; timescales will be determined when ETRO dates for Tranche 2 schemes are known.

Tranche 2 programme

- 2.4 Appendix A to this report contains lists of Tranche 2 scheme proposals across all five Cambridgeshire districts to support walking and cycling, and the bid form that was submitted to the Department for Transport. They have been developed by the County Council in discussion with the City and district Councils and the GCP. They build on the Tranche 1 programme, and include some schemes that were in the Tranche 1 list but which have not yet been delivered due to practical or funding constraints. For example, the modal filter proposed for the Old Bridge between Huntingdon and Godmanchester and associated measures have been held up by the delay from July to September of the opening of the Pathfinder Link as part of Highways England's A14 Cambridge to Huntingdon scheme.
- 2.5 As with the Tranche 1 programme, proposals for Tranche 2 have been assessed against their fit with government guidance, direct transport benefits, impacts on the wider network, and deliverability within the required timescales. Notwithstanding that assessment, there are a number of proposals that require further work to develop the detail and to confirm that there is available road space to enable their safe implementation, and that the implications locally in terms of impacts on access and parking are acceptable to the City and district councils. Areas where further work is being undertaken to assess these issues include:
- Improvements to Ely City Centre and in Soham town centre for pedestrians and cyclists.
 - Measures in Huntingdon that reallocate road space on Huntingdon the ring road.
 - Measures on Cambridge Road, Godmanchester.
 - Some of the proposed measures that involve significant changes to existing layouts such as modal filters, Arbury Road and Coldhams Lane in Cambridge being examples, will need significant further work before delivery can be assured.
- 2.6 As was the case with the Tranche 1 programme, due to the tight timescales involved in pulling the bid together, it has not been possible to undertake a level of work that would be needed to guarantee that all measures proposed are deliverable, in the space available or in the timescales set out by government, or to undertake a level of local and stakeholder consultation that would allow any potential show stopping issues to be identified. Some of the measures will require Traffic Regulation Orders, and there are potential delays in that process that could delay scheme delivery.
- 2.7 The same flexibility as was agreed in relation to Tranche 1 would allow changes to the programme, should they be needed, to remove schemes from the programme if they are undeliverable, and to bring new schemes into the programme in discussion with partners and key stakeholders if necessary and as funding allows. An appropriate delegation to the Executive Director in discussion with the Chair, Vice Chair and opposition lead members to allow this to take place is included in the recommendations.

Traffic Order process for Tranche 2

- 2.8 The Traffic Order process required for a number of the proposals will be largely the same as that set out into the 16 June report to this Committee in relation to Tranche 1, and reproduced in Appendix B to this report. While timescales for Tranche 2 remain tight, there will be more time to allow some local / stakeholder engagement on schemes that require Temporary or Experimental Traffic Regulation Orders prior to the publication of those orders.

Delivery of Tranche 2 proposals, and resource implications.

- 2.9 The scale of the Tranche 2 programme is significant and will require staff resource from teams in Highways (Highway Projects and Road Safety, Traffic Management) and in

Growth and Development (Major Infrastructure, Transport Strategy and Funding), as well as Finance and Communications support. Skanska resource will also be utilised. While government would prefer authorities not to use external consultant support other than through term consultants where possible, there is likely to be a need to bring in additional design and delivery support to ensure the timescales can be met. The teams are currently working up proposals to identify the scale of the necessary resource so this can be procured as soon as possible. Plans for delivery will be reported to Members and any impact this may have on existing programmes.

Further development and funding of Local Cycling and Walking schemes

- 2.10 A large number of proposals were submitted for consideration for funding from the EATF that were not included in either Tranche 1 or Tranche 2 bids because they were not compliant with the particular requirements of the EATF guidance, or because they were not deliverable in the required timescales. The particular requirement of the guidance for measures that reallocate road space has ruled out a significant number of proposals from consideration for funding from this source.
- 2.11 Many of the proposals duplicate proposals that are already included in the emerging Local Cycling and Walking Infrastructure Plan (LCWIP). All proposals that have been suggested will be reviewed against the LCWIP, and if not already covered, may be added to it. The £250M allocated to the EATF comes from a larger £2 billion allocation for walking and cycling measures across England, so it is likely that there will be new opportunities to bring forward some of these schemes in the next 2-5 years.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The report above sets out the implications for this priority in paragraph 1.1.

3.2 Thriving places for people to live

As society and the economy come out of lockdown, the proposals seek to allow the transport network to support changes in travel patterns necessitated by the need to continue social distancing, while allowing travel levels to return towards more normal levels.

3.3 The best start for Cambridgeshire's children

The measures included in the Tranche 2 Emergency Active Travel Fund programme include provision of measures that will enable safer trips to schools by walking and cycling.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

- The reduction in travel brought about by the lockdown has led to large reductions in CO₂ emissions from the transport sector. However, there is a significant risk that levels of emissions will rebound significantly and in a worse case, to levels greater than before lockdown, if reduced public transport capacity is compensated for by additional car trips.
- The government funding for temporary cycle measures is focussed on addressing this problem by providing additional capacity for local trips to be made by walking and cycling.
- An increased willingness from companies / workers for home working compared to pre-COVID-19 may also have a positive impact on transport's CO₂ emissions.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The report above sets out details of significant implications in paragraph 2.9.

4.2 Procurement / Contractual / Council Contract Procedure Rules Implications

- It is anticipated that much of the work will be commissioned through the highways contract with Skanska and that no further procurement will be needed.
- Should any work need to be commissioned from other parties, it will follow the Council's Contract Procedure Rules

4.3 Statutory, Legal and Risk Implications

- An Experimental Traffic Regulation Order is made under s9 and s10 of the Road Traffic Regulation Act 1984 and The Local Authorities' Traffic Orders (Procedure) (England) Regulations 2012.
- Given the speed that schemes have been developed and will be implemented, measures will be closely monitored, and if necessary changes will be made to schemes address any problems seen. If necessary, temporary measures can be removed.
- As traffic levels build up towards more normal levels, it may negate the positive impact of measures in some places, or lead to issues elsewhere on the transport network. For example, where traffic is currently flowing well enough to allow a bus lane to be reallocated to cyclists or pedestrians, when traffic returns to a level where buses are experiencing delays due to congestion, the temporary measures are likely to need to be removed.
- The enforcement of some measures may require police intervention, as the powers available to the County Council and the temporary nature of the measures rule out other options in the short term.

4.4 Equality and Diversity Implications

- An Equality Impact Assessment was undertaken on the Tranche 1 programme. A further EQIA has been undertaken for the Tranche 2 programme and is being published on the Council's website.
- There is a risk of social or distributional impacts, particularly if measures disadvantaged public transport users with protected characteristics. This will need to be accounted for in areas where modal filters are introduced, with a presumption that bus access will be maintained.
- Where car parking is to be removed or re-allocated, disabled parking provision will be maintained.
- There may also be social and distributional impacts if measures are not introduced, as the lack of space for social distancing may disadvantage some groups more than others, as might increases in congestion to levels greater than seen pre-lockdown.

4.5 Engagement and Communications Implications

- Additional central communications resource has been provided for Tranche 1 and this will need to continue into the Tranche 2 programme.
- Staff from Transport Strategy and Funding are also providing communications support and managing correspondence with the public and stakeholders.

- The slightly less urgent timescales associated with the Tranche 2 programme means that there should be more opportunity for engagement with key stakeholders prior to the delivery of proposals than was the case for the Tranche 1 programme.
- We will use a number of channels including through local Members to engage with the public and stakeholders as measures are introduced.
- Normal requirements in terms of statutory consultees will apply.

4.6 Localism and Local Member Involvement

- Local members have had a short opportunity to engage with the proposals, and as noted above, will be an important channel for communications with their communities.
- Local Members will be consulted on any proposed changes to the current programme before they are agreed by delegation to the Chair / Vice-Chair.
- As the programme is taken forward, local intelligence on the impact of interventions from local members will be sought, along with commentary on whether proposals are working as intended or need to be modified.

4.7 Public Health Implications

- For an individual, the health benefits of increased walking and cycling markedly outweigh the risk of injury, and also offer a significant benefit to the health service, with reduced risk of many conditions in later life.
- As with CO₂ emissions, emissions of pollutants from road transport – particularly nitrogen dioxide and fine particulate matter – have significantly reduced in the lockdown period.
- However, while monitored nitrogen dioxide concentrations in Cambridge have fallen by up to 60% in the City Centre, unusually settled dry weather in the first weeks of lockdown gave rise to higher than normal background particulate concentrations, and this has meant that fine particle concentrations did not markedly decline.
- If traffic conditions revert to pre-lockdown levels or greater, air quality will worsen.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood:
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Gus de Silva:
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Katy Rogerson
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Emmeline Watkins

Source Document	Location
Government announcement	https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking
Statutory guidance	https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities
16 June report to H&T Committee	See COVID-19 Temporary Cycling Proposals paper at: https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1528/Committee/62/Default.aspx
Cambridgeshire Emergency Active Travel web pages	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-projects/cycling-pedestrian-improvements/coronavirus-covid-19-walking-and-cycling-schemes

Appendix A: Tranche 2 bid submission and scheme list

The temporary scheme proposals in the tables below have been developed by officers at the County Council in discussion with the District and City Councils and the Greater Cambridge Partnership. The schemes are set out by district, with countywide programmes set out separately. Most (but not all) of the proposals on these list are intended for delivery from the first tranche of government funding that is being released for this purpose. A The programme

Summary of Tranche 2 programme costs

Indicative Tranche 2 Programme Costs	
Greater Cambridge schemes	£782,900
East Cambridgeshire schemes	£169,000
Huntingdonshire schemes	£322,500
Fenland schemes	£57,000
Cambridgeshire Tranche 2 total scheme costs	£1,301,400
Monitoring	£100,000
Project Management and Communications (15% of total Cambridgeshire costs excluding monitoring)	£229,659
Total (Cambridgeshire)	£1,631,059
Peterborough City Council (PCC) schemes	£550,000
PCC monitoring	£30,000
PCC Project Management and Communications	£45,000
Total (Peterborough)	£625,000
eScooters trial Combined Authority costs	£20,000
Total Tranche 2	£2,306,059

Tranche 2 bid submission

General

Q1. What is your local transport authority name?

Cambridgeshire and Peterborough Combined Authority

Strategic Case

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

The programme of measures under Tranche 2 of the fund builds on our Tranche 1 programme, and has the same emphasis on reallocation of road space to non-motorised modes and providing for improved mobility and social distancing. The programme will improve the conditions for journeys, and the ease with which journeys can be made on foot and bike. It will provide more

space, more direct routes, and more segregation from traffic. The programme will support the local economies of the region by giving people more confidence to walk or cycle and by creating more space for people to socially distance.

In the Greater Cambridge area, where cycling and walking levels are already high, the programme focuses on the city centre and on a number of main road corridors into the centre which have high bus flows, and where substandard cycling facilities can be a barrier to cycling. We will see increased congestion, delay and air quality problems emerging on these corridors if we are unsuccessful in managing the resumption of travel sustainably. This approach carries through to the city centre. The linkage between the aims of this programme and the aims of the Greater Cambridge Partnership means that we are looking to take the opportunity to trial some measures on an experimental basis, including a number of point modal filters, which may be made permanent at the end of the experimental period.

In the north and west of Cambridgeshire, there is less reliance on walking and cycling than in Cambridge, but there is significant public transport usage, into, out of and within a number of the towns. As we come out of lockdown, we are seeing greater increases in longer distance trip making by car compared to shorter distance trips, which is likely to reflect a reluctance to use bus or rail for these longer trips at the current time. If we see the same pattern emerge for shorter distance trips we will potentially see congestion and associated negative impacts at worse levels than seen pre-COVID.

Peterborough has an extensive and well integrated road network, linked by a system of parkways which has resulted in the car being the dominant mode of transport. Congestion and delay are forecast to increase and so it is vital that walking and cycling are recognised as desirable travel choices. The installation of fully segregated cycle lanes along Oundle Road (and smaller infrastructure improvements along existing feeder off-road cycle routes) and on sections of Park Road and Broadway are aimed to encourage more cycling and walking trips, thus shifting trips away from public transport (while social distancing is in force), increasing safety and reducing congestion on these busy corridors. Increasing numbers of people travelling by walking or cycling will have positive impacts on a range of factors, such as congestion, health and wellbeing, the environment and on communities.

Current levels of people living and working in the locality are high. 45% of Peterborough residents live less than 5km from their workplace (compared to 35% nationally) (Census, 2011). The Council's Traffic Data Report 2016 identifies that 48% of car trips are less than 5km, and 21% are less than 3km. This reflects the huge potential to increase numbers of people who opt to travel sustainably if the infrastructure is in place. As a direct result of the reliance on car use, the city suffers from higher than average obesity levels (70.8% of adults are overweight (6% higher than the national average)). Diseases related to inactivity cost the Peterborough Primary Care Trust £2.7 million in 2013 (Sport England, 2013) which highlights the scale of potential savings that could be realised if the City achieves its aim to double walking and cycling activity by 2025.

Peterborough is recognised as one of the UK's fastest growing cities. DfT data estimates that between 2013 and 2017 the number of miles travelled on Peterborough roads increased by 15% (from 1.08 billion to 1.24 billion). This compares to a 12% increase in road traffic across the East of England (source: <https://roadtraffic.dft.gov.uk/regions/7>) and an 8% increase across Great Britain (source: <https://roadtraffic.dft.gov.uk/summary>). In July 2019, PCC declared a 'Climate Emergency' and committed to reduce organisational carbon emissions to net-zero by 2030. Around a quarter of the UK's greenhouse gas emissions come from transport, in 2017 90% of total domestic transport greenhouse gas emissions were from road transport and it is responsible for some 80% of roadside nitrogen dioxide concentrations (Department for Transport, Transport Statistics Great Britain 2017, November 2017, page 13).

We recognise that cycling and walking schemes enhance housing and development by providing areas for physical activity and social inclusion. The Peterborough Local Plan (adopted July 2019) identifies the need to build 17,470 new homes and create 17,600 new jobs by 2036. In addition, a new University of Peterborough will have capacity for 12,500 by 2035. Research by TfL research in 2019 as part of their Liveable Neighbourhoods project identifies that revitalisation of local high streets is realised through the delivery of spaces and streets that prioritise active travel. The changing and growing landscape of Peterborough makes a compelling case for strategic planning of future walking and cycling networks and the potential opportunities to increase numbers of people travelling in a sustainable and active way.

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

We have prepared a CPCA-wide programme of temporary and experimental measures which are suited to the particular locations needs and demand and are focussed on our larger villages, towns and cities. Our programme is tailored to the indicative funding allocation for the CPCA from Tranche 2, but it is scalable. We are continuing to develop proposals and assess suggestions that have been made. There is a sizeable further list of interventions in Cambridgeshire and Peterborough that could be taken forward, and that might have been included in this bid with more time to develop.

The measures outlined will provide for improved mobility and enable social distancing by, reallocating road space to non-motorised modes and filtering / traffic restrictions. This will improve the conditions for, and ease with which journeys can be made on foot and bike, providing more space, more direct routes, and more segregation from traffic. The majority of initiatives will also support the local economies of the region by giving people more confidence to walk or cycle.

In Cambridgeshire:

The programme includes interventions in all five Cambridgeshire districts.

In Cambridge, the programme will build upon the modal filters implemented in Tranche 1, with a focus on reallocation of road space on a number of the main road corridors into the city. Over 40 individual interventions are planned, grouped in the following schemes:

- Milton Road (see scheme 1, questions 7-11)
- Cambridge City Centre and surrounding area (see scheme 4, questions 22-26)
- Between Cambourne and Cambridge (See scheme 5, questions 27-31)
- Barton Road (road space reallocation for segregated cycle route)
- Trumpington Road (measures to increase space for pedestrians and remove parking to provide cycle lanes on Station Road).
- Newmarket Road / routes from east Cambridge (on road segregated cycle lanes, junction improvements, potential modal filters).
- Residential areas (modal filters)

The package of measures in and around the Cambridge city centre includes measures to support the work of Cambridge's City Centre Restart Group which will benefit pedestrians, cyclists and businesses.

In Huntingdonshire, measures to reallocate road space are planned in Huntingdon and Godmanchester (Scheme 2, questions 12 to 16), St Ives, St Neots and in a number of villages. Measures on the Huntingdon Ring Road and on Town Bridge Godmanchester that were originally planned for Tranche 1 will now be implemented early in Tranche 2, and will involve a modal filter on the bridge and reallocation of a lane of part of the ring road to cyclists. These measures are now supplemented by further proposals on other routes into the town centre.

In Ely, Soham, Wisbech and Whittlesey, packages of measures to reallocate road space are being developed for the city and town centres, and will provide space for segregated cycle facilities and for widened pavements. Cycle parking will be provided in a number of locations across the East Cambridgeshire and Fenland, reflecting that one of the barriers to cycling in many areas is the lack of secure parking, especially when compared to the much more comprehensive provision in the Cambridge area.

In South Cambridgeshire, without any large towns, proposals are focussed on villages where modal filters or reallocated road space will lead to increased walking and cycling.

Cambridgeshire County Council has liaised with the bus companies throughout the development of both the Tranche 1 and Tranche 2 programmes. A number of the modal filters proposed in Cambridge will be bus gates with camera enforcement, to avoid disadvantaging local bus services any further than is already the case with COVID-19. We now know from our monitoring of bus journey times in the past 5 months that normal levels of congestion add around 40% to timetabled journey times on average in the Cambridge area. We are very keen to ensure that we try and lock in benefits for buses from this programme.

In the north of Cambridge, we are looking at the phased implementation of some point closures on major routes / modal filters, to allow us to assess and review how one is operating and changing traffic patterns, and if necessary amend plans before we implement the next.

In Peterborough:

The current pandemic has provided an opportunity to challenge the existing and future road layout and to determine the priorities moving forward, particularly the role of sustainable and active travel in the future. The schemes help to address the local challenges faced by the large scale highway infrastructure investment in the 1970s, to deliver new town development, which resulted in Peterborough having good accessibility by car.

During the production of our LCWIP, Oundle Road (scheme 3, questions 25-30, Peterborough LCWIP route C03), Park Road (section of LCWIP route C05) and Broadway (section of LCWIP routes C10 & C11) were identified as priority routes with significant potential to increase the numbers of people walking and cycling. To assist the appraisal and prioritisation process a BCR calculation was completed using high level infrastructure design concepts (identified using the Route Selection Tool). The key benefits resulting from upgrading each of the routes were identified as:

- Improved safety for trips using active modes
- Improved uptake of active modes of travel
- Reduced traffic congestion as a result of less driving commuters

The PCT was used to ascertain the number of trips currently made using the existing infrastructure, and how many trips would use it in a "Government Target" scenario. Oundle Road realised an increase of 216 trips per day, Park Road identified an increase of potentially 612 additional daily cyclists (across the entire route, including the Peterborough Regional College campus) and Broadway estimates show an additional 222. If the infrastructure was improved to a high standard the estimated BCR (ratio of the PVB to the PVC) (using the AMAT) of the Oundle Road scheme is 2.31, Park Road (entire scheme) realised an estimated BCR of 2.99 and Broadway potentially has a BCR of 2.80. The DfT guidance states that all schemes represent high value for money.

Creating segregated cycle lanes in these key corridors will realise several objectives by helping PCC to create environments that are safer for both walking and cycling and allowing cycling (in particular) to replace journeys previously made by public transport or the private car. The schemes will have an essential role to play in the short term, helping avoid overcrowding on public transport systems and localised congestion caused by single occupancy car travel. Longer term, the schemes will reinforce other proposals set out in the LCWIP to help deliver significant health, environmental and congestion benefits in the future.

The Combined Authority has recently undertaken a competitive tendering process to appoint an electric bike and e-scooter operator Voi for the 12 month trial as part of a DfT initiative. Throughout the process of the trial the current budget required will be to cover the continual monitoring and evaluation and integration of the data. The funded activity will be:

- Data collection and analysis to support the monitoring and evaluation of the trial. This will include both the use of data generated by the deployment but also contextual data already being collected by the trial
- Feeding data from the trial into the ITO platform and then onto Apple maps and Google Transit as well as other journey planning tools as appropriate
- Convening local stakeholders such as Centre for Diet and Activity Research (CEDAR) part of the University study for the trial and other depts. Such as the computer lab to support the evaluation of the deployment
- Support in integrating the scheme into the wider transport ecosystem

This trial will receive a small level of support from this programme to cover CPCA management costs. All other costs will be borne by the operator.

The top five schemes detailed in parts 4 to 8 of this form represent around half of the total programme cost by scheme value. Details of the whole programme can be submitted separately.

Q4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

Scheme(s) identified in Local Cycling Walking Investment Plan (LCWIP)

Scheme(s) identified in Local Transport Plan

Scheme(s) identified through consultation with stakeholders

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

Cambridgeshire LCWIP

Peterborough City Council Local Cycling and Walking Infrastructure Plan 2019 - 2029 (Draft)

Q6. Please provide URL to LCWIP if available

The Cambridgeshire LCWIP is currently in draft and is yet to be approved. The draft LCWIP can be made available on request

Peterborough City Council Local Cycling and Walking Infrastructure Plan 2019 - 2029 (Draft)

<https://www.peterborough.gov.uk/council/strategies-policies-and-plans/transport-strategies/local-cycling-and-walking-infrastructure-plan-2019-2029>

Scheme 1

Q7. Scheme Name

Milton Road Corridor, Cambridge

Q8. Total scheme cost

£74,000

Q9. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Measures to provide more space for walking and cycling between the villages of Waterbeach and Milton and Cambridge City Centre. This scheme includes the temporary widening of footpaths in Milton village, reallocation of road space for physically segregated cycle provision on Cowley Road and Milton Road, which will allow the off-road paths to be used by pedestrians without conflict and allowing for social distancing, and measures to shrink the entries, exits and circulatory areas of the Milton Road / Elizabeth Way roundabout to reduce speeds and improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.

Q10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (temporary)

New temporary footway

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Provision for monitoring and evaluation of schemes

Other (please specify): reallocation of road space to cyclists by shrinking entries / exits / circulatory areas on Milton Road / Elizabeth Way roundabout to reduce speeds and improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.

Q11. For corridor schemes, please provide the route length in miles

2.6 miles

Q12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

1 temporary footway with reduced speed limit on adjacent road

2 stretches of temporary segregated cycleway

Scheme 2

Q13. Scheme Name

Godmanchester and Huntingdon- Improvements for cycle access into and around Huntingdon including cycle parking improvements

Q14. Total scheme cost

£140,000

Q15. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A package of measures including:

- An experimental point closure on 14th Century Grade 1 listed Old Bridge between Huntingdon and Godmanchester, with exceptions for cyclists, buses and taxis (this proposal is made possible by the imminent opening of the Pathfinder link as part of the A14 Cambridge to Huntingdon scheme which will provide alternative vehicular access between Godmanchester and Huntingdon, pedestrians will still use the adjacent footbridge).
- Bi directional cycle route using reallocated traffic lane on Riverside Road and Castle Moat Road, between Hartford Road, the old Bridge and Huntingdon bus station.
- Raised table at junction of High Street and Hartford Road near Hunts Post Office.
- Contraflow cycle lane on Priory Road between the ring road and Avenue Road.
- Bi-directional cycle lane on Ambury Road between the Ring Road and Avenue Road.
- Bi-directional cycle lane on Hartford Road between High Street and ring road.
- Modal filter to allow cyclists to exit ring road along disused exit road near Huntingdon Sainsbury Petrol Station
- North side of Hartford Road from Primrose Lane to Owl Way - on carriageway cycle lane
- Cycle parking improvements at sites including: Princes St Car Park , Car park near St Germain St, Hinchbrook School, Huntingdon Railway Station, Huntingdon Bus Station, George Street / High Street (behind All Saints Church), St Benedicts Court, Commemoration Hall, Sainsbury's, One Leisure (St Peters Road)

Q16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (temporary)

Installing segregation to make an existing cycle route safer

Point closures of main roads to through traffic, apart from buses, access and disabled

Provision of secure cycle parking facilities

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Provision for monitoring and evaluation of schemes

Q17. For corridor schemes, please provide the route length in miles

Not applicable

Q18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

1 point closure of main road to through traffic (likely to maintain bus and taxi access)

1 modal filter

1 junction improvement

6 sections of temporary segregated on road cycleway

At least 10 areas with new / expanded secure cycle parking

Scheme 3

Q19. Scheme Name

Oundle Road, Peterborough

Q20. Total scheme cost

£400,000

Q21. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Oundle Road is a busy route extending from the City Centre to the Peterborough Business Park at Lynch Wood. The extension is in the urban fringe and passes through extensive residential areas with several schools and parklands fronting onto the road. It serves as a key link from the city to the expanding Business Park. Two bus routes serve Oundle Road and so it is generally not overly congested with bus traffic, but it is a busy arterial for private vehicles.

The route currently has very narrow (less than the recommended 1.5 metres) and at times broken advisory cycle lanes and is characterised by intermittent on-street parking and school traffic. There is some off-carriageway cycle provision towards London Road. Long expanses of the route have no centre line provided (considered a benefit to cyclists as evidence suggests the removal of the centre line helps to reduce vehicle speeds). As a result there is a lack of comfortable cycling space.

The installation of fully segregated cycle lanes on each scheme proposed (Oundle Road, Park Road and Broadway), including some smaller infrastructure improvements along existing feeder off-road cycle routes, is aimed to make the routes safer and more comfortable for cyclists (and pedestrians due to reduced pavement cycling) and will encourage more cycling and walking trips, thus shifting trips away from public transport (while social distancing is in force), and reducing congestion on busy commuting corridors.

The schemes will address the issues identified by the current infrastructure; lack of dedicated cycling space, illegal cycling on footways, narrow shared use footways making social distancing difficult, lack of space for comfortable cycling on-carriageway, low quality cycling infrastructure, clarity and consistency of signage, on street and illegal parking and maintenance issues - cleanliness, soft landscaping, graffiti etc.

Proportional space will be applied to provide additional protection from passing vehicles and will also assist pedestrians crossing the cycleway, with the intention that the environment will be more appealing to new cyclists and to encourage less confident cyclists to make more journeys by bicycle or foot. The complementary smaller improvements on the feeder off road cycle networks identified will provide a direct and joined up route to improve access to major trip generators, transport hubs and key local destinations.

Q22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

Provision for monitoring and evaluation of schemes

Q23. For corridor schemes, please provide the route length in miles

Up to 2.1 miles

Q24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Not applicable

Scheme 4

Q25. Scheme Name

Cambridge City Centre Area wide Improvements

Q26. Total scheme cost

£167,000

Q27. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A package of measures in and around Cambridge City centre, including:

- A sequential introduction of point closures with monitoring of impacts on Arbury Road (south of Gilbert Road) and Victoria Avenue.
- Modal filters on Union Lane, and at a number of locations in the city centre.
- Experimental Traffic Orders to restrict vehicular access and increase available safe space for pedestrians, social distancing and outdoor seating/ tables and chairs, whilst still allowing for emergency access and deliveries within defined hours on key streets in the city centre (Wheeler Street/ Bene't Street/ Peas Hill / Guildhall Street, Market Street, Green Street)
- Removal of parking to allow widening of footways and provision of cycle parking on Regent Street
- Measures to shrink the entries, exits and circulatory areas to reduce speeds and improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced, at the following junctions.
 - Royal Cambridge (Trumpington Road / Lensfield Road / Fen Causeway)
 - Chesterton Road / Elizabeth Way
 - Mitchams Corner (Milton Road / Victoria Road / Victoria Avenue / Chesterton Road)
 - Queens Road/ Northampton Street / Madingley Road
 - Queens Road / Barton Road / Fen Causeway
 - Change in priority at the Mill Lane / Pembroke Street junction

Q28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

Point closures of main roads to through traffic, apart from buses, access and disabled

Widening existing footway

Provision of secure cycle parking facilities

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Provision for monitoring and evaluation of schemes

Other (please specify): changing the priority to routes with stronger cycle flows at two junctions in the city centre. , Shrinking the entry / exit / circulatory areas of four major junctions in and around the city centre to reallocate road space to cyclists, reduce speeds and improve safety.

Q29. For corridor schemes, please provide the route length in miles

Not applicable

Q30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Up to 3 point closures of main roads to through traffic (they will be implemented in sequence with monitoring to assess impact and need for further intervention).

Up to 3 further modal filters / traffic restrictions delivering an area wide intervention

6 junction improvements

Scheme 5

Q31. Scheme Name

Cambourne to Cambridge Cycle Improvement

Q32. Total scheme cost

£161,000

Q33. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Corridor improvements for cyclists and pedestrians between Cambourne and Cambridge, including:

- A modal filter and / or physically segregated cycle lanes on St Neots Road, Hardwick
- Segregated cycle lanes on Madingley Road where space allow, accompanied by works to cut back vegetation, narrow the junction and widen the crossing at the junction between Madingley Road and Coton Road.
- Change priority at the junction between the Coton footpath and Adams Road
- Modal filter on Grange Road

- Sidgwick Avenue made one way with segregated contraflow cycleway
- Remove parking on Queens Road and replace with segregated cycle lanes
- Change priority at Silver Street / Kings Parade junction

Q34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Provision for monitoring and evaluation of schemes

Q35. For corridor schemes, please provide the route length in miles

9 miles

36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Finance case

Q37. Total DfT funding sought (£) *

£2,299,000

Q38. Total DfT capital funding sought (£) *

£1,839,200

Q39. Total DfT revenue funding sought (£) *

£459,800

Q40. Total local authority contribution, if applicable, (£)

Peterborough City Council have committed £500k of developer funding to improve a number of key off-road routes to further support walking and cycling.

Cambridgeshire County Council will be undertaking maintenance work to address some areas that would not be fundable under the guidance. The Greater Cambridge Partnership will be undertaking complementary works in Cambridge and South Cambridgeshire, as was the case in Tranche 1. Up to £2M is available from GCP.

Management case

Q41. When do you expect to commence construction? (DD/MM/YY) *

01/09/2020

Q42. When do you expect to have completed the work? (DD/MM/YY)

31/03/2021

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met *

As the accountable body for the funding the Combined Authority will be allocating the funding to the two local Highways Authorities. The Combined Authority is placing assurance on the existing governance arrangements in place within each of the local Highways Authorities, as set out below, and will be working closely with the Highways Authorities to ensure funds are used in line with the grant requirements.

The programmes in Cambridgeshire and Peterborough will be overseen by the relevant committees in each authority. These are Cambridgeshire County Council's Highways and

Transport Committee and Peterborough City Council's Cabinet. Appropriate delegations to officers and lead members have been agreed. The project / programme management processes that have been put in place for Tranche 1 will continue into Tranche 2.

Cambridgeshire County has established a Programme Board for its elements active travel programme that meets weekly, with a programme manager, programme delivery lead, area project managers, transport strategy, communications, finance, Greater Cambridge Partnership, and term contractor representation. An Equality Impact Assessment is in place for the Cambridgeshire elements of the programme, and separate assessments may be undertaken for individual proposals if and as required.

Peterborough City Council has a highways project board which meets monthly and has senior officers from the council and Skanska (the highway contractor). This is a decision making board that discusses progress on schemes and resolves any issues. A Cabinet Member Decision Notice has already been approved which will allow works to commence when funding is awarded.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators *

Peterborough City Council has been at the forefront of a number of successful behaviour change programmes for many years, working with schools, businesses and the community through the sustainable travel initiative, branded locally as Travelchoice. The Travelchoice initiative has built key relationships with businesses, schools and communities and will be pivotal to undertake engagement activities with the local community. Surveys, bespoke personalised travel planning, adult cycle training, school and business travel planning and community events will be undertaken as part of the monitoring and evaluation of the scheme and to target schemes in the future. Consultation with all relevant stakeholders will be undertaken once plans have been drawn up.

In Cambridgeshire, Local Members across the county and the constituent districts have had input into the development of the Tranche 2 programme and bus companies and the emergency services have been engaged through the Transport Restart Group run by the CPCA. There is also continuous liaison with city and town centre restart groups and with other groups such as Cambridge University Health Partners and Cambridge Ahead on transport restart issues. Local businesses and stakeholders will be engaged as schemes are brought forward. Additional dedicated communications resource to deal with the Tranche 1 work and with the large amount of correspondence it has generated, and this resource will be maintained into Tranche 2.

Q45. Please state which design standards have been followed in developing your scheme(s) *

As part of the development of our LCWIPs it was important to consider the attributes of the existing transport network and its suitability for cycling before converting desire lines into preferred routes to create a cycle network.

Based on established best practice both internationally, (Dutch Design Manual for bicycle traffic (CROW): <http://www.crow.nl/publicaties/design-manual-for-bicycle-traffic> and nationally, the DfT new national guidance for highway authorities and designers – https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904088/cycle-infrastructure-design-ltn-1-20.pdf, - and TfL research that points to safety, traffic and facilities being key barriers: <http://content.tfl.gov.uk/analysis-of-cycling-potential.pdf> good routes for cycling realise the core design outcomes suggested by the Cycling Level of Service (CLoS) tool in the London Design Standards - <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-thi-page-1>, as noted below:

- Coherent
The network must be coherent, it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users.
- Direct
Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles. An indirect route for

cyclists may result in some of them choosing the more direct faster route, even if it is unsuitable for cycling.

- **Safe**
Cycle networks must not only improve cyclists' safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The need for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
- **Comfortable**
Smooth surfaces with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with other users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
- **Attractive**
Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? *

Yes

No

If yes, please provide details

Most work will be undertaken internally and by Skanska, the term contractors of the two Highway Authorities. For some schemes in Cambridgeshire, we may utilise additional consultant resource for design work where there are links with work previously undertaken and therefore potential efficiencies over other procurement routes.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? *

Yes

Please provide details

Cambridgeshire County Council and Peterborough City Council have resource available internally and from their framework contractors to deliver the Tranche 2 programme. This resource is already engaged in delivering Tranche 1 schemes. The Combined Authority made available funds up to its indicative allocations under both Tranches available to the County and City Councils prior to the commencement of delivery of Tranche 1.

In Cambridgeshire a number of Tranche 2 proposals in Cambridgeshire have already been approved by Members as part of the process of developing the Tranche 1 programme. In Peterborough, a Cabinet Member Decision Notice has already been approved which will allow works to commence when funding is awarded. This will allow a smooth transition from the delivery of Tranche 1 to Tranche 2.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)? *

Yes

If yes please provide details

We are aiming to meet the principles and requirements of the recently published guidance on monitoring. We will be utilising existing data gathering and supplementing this with additional data for a number of schemes or groups of schemes. The current circumstances mean that the identification and attribution of changes in travel behaviour to specific measures or to other factors may be challenging. We will not be individually monitoring scheme usage on a number of

the smaller interventions, as the cost of such monitoring would be disproportionately high compared to the cost of these interventions. We would note that at the current time, as we are not seeing the same peaks as we were pre-COVID (in quantum or in profile through the day), limited hour surveys may not be as useful as they would be in more normal times.

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") *

Not applicable

Q50. Reporting Officer details *

Name*

Telephone number*

Email address*

Q51. Senior Responsible Officer details *

Name*

Telephone number*

Email address*

Q52. Section 151 Officer (or equivalent) details *

Name*

Telephone number*

Email address*

Q53. Please add further details or clarification

Scheme lists and mapping

We will forward mapping for schemes 1 to 5 and a complete scheme list next week (w/c 10 August)

Delivery dates

Peterborough schemes will commence delivery on 23/11/2020 and be completed by the 01/03/2021. Cambridgeshire County Council may commence delivery of Tranche 2 schemes without pause from the Tranche 1 programme, taking advantage of the flexibility given by the forward funding that has been made available by the CPCA. All funding will be committed and or spent by the 31/03/2021.

Greater Cambridge

Location	Description	Indicative cost
Cambourne to Cambridge		
St Neots Road, Hardwick	Modal filter buses & cycles only, or physically segregated cycle lanes if space allows.	100,000
Madingley Road, Cambridge	Segregated cycle lanes where space allows, cutting back vegetation, narrowing junction at Coton junction, widening crossing at Coton turn.	30,000
Adam's Rd / Coton footpath junction, Cambridge	Change priority and remove chicane as per West Cambridge Section 106 proposal and remove parking.	To be reviewed
Grange Rd, Cambridge	Prohibit motor vehicles at all times except local buses on a short section of Grange Road north of West Road. (Optional measure: make a short section of Grange Road one-way southbound except for cycling between West Road and Cranmer Road to prevent rat-running from Barton Road to Queen's Road via West Road).	GCP
Sidgwick Ave, Cambridge	Make one-way & remove parking to widen footway and provide segregated contra-flow cycle lane	8,000
Queens Road, Cambridge	Remove parking and replace with segregated cycle lanes	19,000
Silver Street / Kings Parade junction, Cambridge	Change priority to N/S	4,000
Cambridge City Centre		
Regent Street	Remove parking and widen footways or install cycle parking	6,500
Arbury Rd, north of Leys Rd	Modal filter, allowing bus / cycle / emergency services access. Needs to be considered in context of works on Histon Road.	10,000
Milton Road south of Gilbert Road	Modal filter, allowing bus / cycle / emergency services access.	75,000
Maids Causeway / Victoria Avenue	Prohibit motor vehicles at all times except local buses on a short section of Victoria Avenue adjacent to the Jesus College entrance except for local buses.	GCP funded
Union Lane	Consider a modal filter or make it one way and then include a segregated cycle lane.	10,000
City centre	Review exemptions for private hire vehicles at city centre closure points	2,000
Granta Place, opposite the Mill public house, Cambridge	Additional gate from Granta Place to Laundress Green to allow more space for social distancing at busy pinch point for pedestrians and cyclists	4,000
Benet Street	Barriers / cones to widen footway	1,500
Park Terrace, Cambridge	Suspend pay and display parking to allow more space for cyclists	6,000
Various city centre streets	"Development of ETROs to restrict vehicular access and increase available safe space for pedestrians, social distancing and outdoor seating/ tables and chairs, whilst still allowing for emergency access and deliveries within defined hours (to be determined), on following key streets:	6,500
Mill Lane / Pembroke Street junction	Change priority from N/S to E/W	4,000
Royal Cambridge junction (Trumpington Rd / Lensfield Rd / Fen Causeway)	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000

Location	Description	Indicative cost
Chesterton Road / Elizabeth Way	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000
Mitchams Corner	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000
Queens Road/ Northampton Street / Madingley Road	Single traffic lanes only into roundabout, with remaining space made into temporary on-road cycle lanes to reduce traffic speed and make cyclists safer on road	7,000
Queens Road / Barton Road / Fen Causeway	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000
East Cambridge to City centre		
Newmarket Road, Cambridge	Cone or barrier off on-road cycle lanes where possible.	50,000
Newmarket Road between Swanns Rd and Coldhams Common crossing	Temporary bidirectional on-road segregated cycle lane on outbound carriageway.	10,710
Elizabeth Way and Newmarket Road, Cambridge	Temporary bi-directional on-road segregated cycle lane between St Andrews Road junction on Elizabeth Way and Abbey Street crossing on Newmarket Road Widen footway and remove guard railing on the footway adjacent to the cycle way at the roundabout.	12,418
East Road between Newmarket Road and Mill Road	Cone off on-road cycle lanes where possible; remove guardrail Mill Rd/East Road junction	10,892
Coldhams Lane	Modal filter, or investigation of alternative measures if not feasible.	75,000
East Road / Newmarket Road / Elizabeth Way	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000
Newmarket Road / Barnwell Drive / Wadloes Road	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000
Milton / Milton Park and Ride to city centre		
Butt Lane between Milton and Histon	Side out and cutback vegetation on existing cycle path on Butt Lane between A10 and Histon	10,000
High Street, Milton	20mph speed limit (subject to speed data), widen footway between White Horse and Lion and Lamb	6,500
Cowley Road, Cambridge	Remove car parking on east side to segregated cycleway from shared use path allowing more space for social distancing.	10,000
Milton Rd, Cambridge	Temporary on-road cycle lanes to encourage cycling on road rather than on narrow shared use path, facilitating social distancing.	44,380
Elizabeth Way / Milton Road	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	7,000
Trumpington Park and Ride to city centre		
Shelford Road / Hauxton Road junction	Remove guard railing on west side of footway	2,000
Station Road, Cambridge	Remove parking and create light segregated cycle lanes. Reduce splays at Tenison Road junction	10,000
Residential areas in Cambridge		

Location	Description	Indicative cost
Addenbrooke's area	Temporary measures in advance of permanent works to improve cycle access via Red Cross Lane.	To be determined
Vinery Road	Modal filter	10,000
Church Street, Chesterton	Consider modal filter at junction with High Street, between Lynfield and Chapel Street	10,000
Birdwood Road, Cambridge	Investigate measures to improve safety for cyclists and pedestrians. Mark out cycle lanes? Install speed cushions to slow traffic?	45,000
Fallowfield	Flatten pavement kerb at bollarded section to allow larger bikes though. Increase signage to show cycle route through fallowfield to Green End Road. Remove pram arms at Fallowfield/Franks lane cut through BUT include a filter at Franks lane end to prevent motorbikes from using it.	10,000
Other main roads		
Barton Rd	Barrier off part of road over M11 bridge to provide bi-directional cycle lane	10,000
South Cambridgeshire villages		
Bassingbourn	Temporary village wide 20 mph speed limit. Place water filled barrier passing place priority chicane features only, as will be issues with compliance for 20 mph limit.	10,000.00
Eastgate, Cambourne	Investigate making Eastgate a one way street in north easterly direction from Lancaster Gate. and reduce speed limit to 20 mph. Use water filled barriers to narrow road to 3m, with space freed up to be used by cycles, with footpaths / cycle paths free for use by pedestrians.	20,000.00
Cottenham	Cycle parking at Pound Car Park, Co-Op and Butchers	10,000.00
Duxford	Measures to provide safer crossing of the A505 between Duxford and Sawston to allow for school trips by bike.	To be determined
Grantchester Road, Grantchester	Modal filter for safe walking/cycling route to Cambridge, possibly look to reduce speed limit also in stretch where more walkers and cyclists, one suitable point for closure near vprish boundary sign nr Broadway.	15,000.00
Back Road, Hildersham	Modal filter for safe walking/cycling	15,000.00
Station Road, Histon	Modal filter between the Baptist Church and Chequers Way.	5,000.00
Dry Drayton Road & Cambridge Road, Madingley	Cambridge Road made one way north westwards from the A1303, with water filled barriers or similar segregating a bi-directional running lane for cyclists. Reduce speed limit to 40mph. Consider same approach on Dry Drayton Road.	30,000.00
Melbourn	Cycle parking in village centre and at leisure centre.	10,000.00
Way Lane, Waterbeach	Chicanes - suspend parking	5,000.00

East Cambridgeshire

Location	Description	Indicative cost
Ely City Centre Improvements	Improvements to Ely City Centre for walking and cycling - scheme to look at all Ely proposals as a package to understand the implications on the road network and achieve maximum benefit for cyclists and pedestrians.	50,000
Ely	Cycle parking	9,000
Littleport	Cycle parking	15,000
Mepal	Cycle parking	12,000
Soham Town Centre improvements	Improvements to Soham Town Centre for walking and cycling - scheme to look at all Soham proposals as a package to understand the implications on the road network and achieve maximum benefit for cyclists and pedestrians.	50,000
Stretham	Cycle parking	3,000
Sutton	Cycle parking	12,000
Wicken	Cycle parking	3,000
Wilburton	Cycle parking	3,000
Witchford	Cycle parking	3,000
Witchham	Cycle parking	3,000
Haddenham	Cycle parking	3,000
Little Thetford	Cycle parking	3,000

Fenland

Location	Description	Indicative cost
Freedom Bridge, Wisbech (A1101 / B198 junction)	Improvements to the roundabout and surrounding area for pedestrians and cyclists. Potential interventions that require further investigation are: <ul style="list-style-type: none"> Removal of road space on Lynn Rd through Freedom Bridge roundabout to allow for more space for working and cycling Improve cycle parking in front of the police station 	30,000
Whittlesey and March – Town wide improvements to pedestrian / cycle connections between town centre and residential areas and access to schools.	Locations for further investigation include A605 through Whittlesey, Drybread Road, Park Lane, New Road	20,000
Wisbech – Horsefair Shopping Centre	Secure Cycle Lockers to encourage multimodal journeys- bus/cycle interchange	7,000

Huntingdonshire

Location / Intervention	Description	Indicative cost
Alconbury Weald	Cycleway along B1043 from Alconbury Weald to Alconbury to link with new cycleway along the A1 to Brampton	5,500
Ramsey	Cycle Parking at: Great Whyte (Opposite Jolly Sailor PH), Great Whyte (near bus stop), Ramsey One Leisure, St Georges Field, Mill lane Park	18,000
Northern end of Buckden High Street	Investigate measures to reduce speeding issues on the northern end of the High Street (which is straight and wide and where people come off from the A1 slip way and don't transition down to low enough speeds). Feasibility study recommends a refuge crossing point to provide safer facilities for pedestrians, reduce speeds turning into the High Street and to remind drivers to reduce down from the 50 mph limit.	To be determined
Buckden Parklet	Cycle Parking at Parklet	3,000
Cycle parking at bus and rail Stations	Huntingdon, St Ives, St Neots & St Ives Guided bus terminal, plus Huntingdon & St Neots Railway Stations - Additional / enhancing Parking / Secure cycle parking	30,000
Huntingdon and Godmanchester		
Improvements for cycle access into and around Huntingdon and cycle parking improvements.	<p>A package of measures including:</p> <ul style="list-style-type: none"> • An experimental point closure on 14th Century Grade 1 listed Old Bridge between Huntingdon and Godmanchester, with exceptions for cyclists, buses and taxis to be considered in scheme design. (This proposal is made possible by the imminent opening of the Pathfinder link as part of the A14 Cambridge to Huntingdon scheme which will provide alternative vehicular access between Godmanchester and Huntingdon, pedestrians will still use the adjacent footbridge if limited vehicular access is maintained across the Old Bridge). • Bi-directional cycle route using reallocated traffic lane on Riverside Road and Castle Moat Road, between Hartford Road, the old Bridge and Huntingdon bus station. • Consider option to head north-west on Nursery Road from Hartford Road (south side). • Raised table at junction of High Street and Hartford Road near Hunts Post Office. • Contraflow cycle lane on Priory Road between the ring road and Avenue Road. • Bi-directional cycle lane on Ambury Road between the Ring Road and Avenue Road. • Bi-directional cycle lane on Hartford Road between High Street and ring road. • Modal filter to allow cyclists to exit ring road along disused exit road near Huntingdon Sainsbury Petrol Station • North side of Hartford Road from Primrose Lane to Owl Way - on carriageway cycle lane • Cycle parking improvements at sites including: Princes St Car Park , Car park near St Germain St, Hinchingsbrooke School, Huntingdon Railway Station, Huntingdon Bus Station, George Street / High Street (behind All Saints Church), St Benedict's Court, Commemoration Hall, Sainsbury's, One Leisure (St Peters Road) 	140,000
Cambridge Road, Godmanchester	Investigate pop up cycle lane from White Hart pub to Cow Lane. Measures could include: Installation of advisory cycle lanes on both sides Cambridge Street, removal of carriageway centre lines, 20mph speed limit, widening of shared use path where possible, installation of solar studs, and resurfacing of Cow Lane and Common Lane.	12,500

Desborough Rd to Mill Rd, Hartford	Upgrade of existing footpath to cycle path	7,500
St Neots area		
High Street & Great North Road, Little Paxton	Improved cycle path from junction with High Street & Great North Road over the bridge to the junction to Hail Weston Road. This is used to access Grafham Water and other cycle paths.	9,000
Brookside Industrial Estate	Improve access to employment areas	9,000
St Ives area		
Needingworth Rd, St Ives – from St Audrey's Lane to The Quadrant.	Needingworth Rd, St Ives – from St Audrey's Lane to The Quadrant relates to achieving a north – south route from St Audrey's Lane to The Quadrant but on-street parking makes it difficult to put in a cycle lane. It's been suggested that perhaps we could consider making the pavement on the west side a (sub-standard) shared use cycle path	13,000
Ramsey Road cycling route and crossing of St Audrey's Lane	Cycleway	20,000
Broadway	Alternatives needed to Broadway North Road is a potential alternative – but that needs something too - and/or it might be possible to put cycles through the Globe Car Park.	4,000
Stock Bridge Way	Investigate pedestrian and cycle crossings	To be determined
Cycle parking	Locations: Co-op (Constable Road / Marley Road), Kings Hedges / Ramsey Road, One Leisure (Westwood Road), One Leisure (Outdoor Centre, California Road), Adjacent Norris Museum, Broadway, Bridge Street, Market Mill, Station Road (Waitrose), Quayside,	30,000
St Neots area		
Station Road Industrial Area	Investigate improvements to pedestrian and cycle access to employment areas	To be determined
St Mary's Street / Berkley Street / Montague Street- the mini roundabout	Investigate measures to slow traffic into the junction to provide safer conditions for pedestrians and cyclists. (The mini roundabout and heavy traffic is an issue. If traffic could at least be slowed it would make it safer).	To be determined
Cycle parking	Locations: High Street, near M&S & Brittain's shops, Market Place - near railings / mosaic man on corner with Market Place, Rowley Arts Centre, Huntingdon Street – near cinema complex, Tebbutts Road Car Park, Riverside Car Park, St Mary's Street (Eynesbury).	21,000

**Appendix B: Text on Traffic Regulation Orders in paragraphs 2.6 to 2.11 of Agenda Item 7:
“COVID 19 – Temporary Cycling Proposals”, Highways and Transport Committee,
16 June 2020**

- 2.6 For speed, a number of the schemes will be implemented under what are termed Experimental Traffic Regulation Orders (ETROs), a process not often used in Cambridgeshire. This is like a permanent Traffic Regulation Order (TRO) in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The ETRO can also be used to change the way existing restrictions function
- 2.7 An ETRO can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes but not additions can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether or not to continue with the changes brought in by the ETRO on a permanent basis.
- 2.8 It is not possible to lodge a formal objection to an ETRO until it is in force. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force. This will speed up the overall process.
- 2.9 The approval to make an ETRO permanent would be made by the Highways and Transport Committee or the Assistant Director, Highways under delegation. The approval route would be dependent on whether formal objections had been made. Proposals for schemes requiring an ETRO will be approved by the Executive Director Place & Economy in consultation with Chairman/Vice Chairman of this Committee.
- 2.10 Feedback or objections received during the experimental period may be significant enough to require a change to the experiment. Any changes will be approved by the Executive Director - Place and Economy or Assistant Director Highways in consultation with the Chairman/Vice Chairman of this Committee.
- 2.11 If an experimental order is changed, then objections may be made within six months of the day that the experimental order is changed.

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE AGENDA PLAN AND OUTSIDE ORGANISATION APPOINTMENTS

Published on 1st September 2020
Update 7th September 2020

AGENDA ITEM: 10

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

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
- Finance Report – The Council's Virtual Meeting Protocol states that no monitoring or information reports (includes the Finance report) will be included on committee agendas, they will instead be circulated to Members separately
- 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 Reports to be sent to Democratic Services.	Agenda despatch date
15/09/20	Winter Plan for 2020/21. (Operational Plan)	Jon Clarke/Richard Lumley	2020/037	03/09/20	07/09/20
	Emergency Active Travel Fund Tranch 2	Jeremy Smith	2020/023		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for Reports to be sent to Democratic Services.	Agenda despatch date
	Annual Highways Report	Richard Lumley/Emma Murden	Not applicable		
	A141 and St Ives Transport Study	Matt Bowles	Not applicable		
	March Area Transport Study Progress Report	Steve Newby	Not applicable		
	Performance Report (circulated electronically)	Matthew Tullet	Not applicable		
	Finance Monitoring Report (circulated electronically)	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		
06/10/20	The Ring Fort Path	Stuart Rushby	Not applicable	24/09/20	28/09/20
	Chisholm Trail Project Status Report	Andy Preston / Nathan Thrower	Not applicable		
	Consultation on England's Economic Heartland (EEH)	Jeremy Smith / Grahau Hughes	Not applicable		
	Risk Register Review	Steve Cox	Not applicable		
	Business Planning	Steve Cox	Not applicable		
	Finance Monitoring Report**	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for Reports to be sent to Democratic Services.	Agenda despatch date
10/11/20 (reserve date to be kept free if possible)	Business Planning (reserve in case of additions)	Steve Cox	Not applicable	29/10/20	02/11/20
	Coldhams Lane Roundabout	Stuart Rushby	Not applicable		
01/12/20	Commuted Sums	Kristian Mobbs	2020/049	19/11/20	23/11/20
	Lancaster Way Consultation	Dorothy Higginson	Not applicable		
	Update on the Local Highways Initiative (LHI) Schemes submitted using the A14 legacy	Dorothy Higginson	Not applicable		
	Royston to Granta Park Strategic Growth and Transport Study	Karen Kitchener.	Not applicable		
	Highway Verge Maintenance	Richard Lumley / Jon Clarke	Not applicable		
	Quarterly Report on Key Performance Indicators (KPIs)	Emma Murden / Richard Lumley	Not applicable		
	Business Planning	Steve Cox	Not applicable		
	Performance Report	Matthew Tullett	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		
19/01/21				07/01/21	11/01/21
<i>[16/02/21] Provisional mtg</i>				04/02/21	08/02/21

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for Reports to be sent to Democratic Services.	Agenda despatch date
09/03/21	Performance Report	Matthew Tullett	Not applicable	25/02/21	01/03/21
	Quarterly Highways Contract Report	Richard Lumley/Emma Murden			
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Highway Infrastructure Asset Management	Mike Atkins	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		
<i>[13/04/21] Provisional mtg</i>				31/03/21	02/04/21
08/06/21	Notification of the Appointment of the Chairman/Chairwoman and Vice Chairman/Chairwoman	Democratic Services		27/04/21	31/05/21
	Quarterly Highways Contract Report	Richard Lumley/Emma Murden			
	Finance Monitoring Report	Sarah Heywood	Not applicable		
	Agenda Plan Training Plan and Appointments to Outside Bodies	Democratic Services	Not applicable		

To be scheduled

Cambridgeshire County Council Future Transport Priorities	Chris Poultney	2020/040
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