

Traffic Management Update

To: Highways and Transport Committee

Meeting Date: 04 November 2021

From: Steve Cox - Executive Director, Place & Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: The Committee is asked to consider the Traffic Management update provided.

Recommendation: The Committee is asked to note the contents of the update report.

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Member contacts:

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1. Background

- 1.1 Members have asked for an update on a number of traffic management issues, some of which have been the subject of previous reports to committee – Kings Parade (June 2021), Heavy Good Vehicles (December 2020), Civil Parking Enforcement (CPE) specifically the funding from Greater Cambridge Partnership (GCP) for South Cambridgeshire District Council (SCDC) (September 2021). Members have also requested an update on 20mph speed limits and Traffic Management Act Part 6 – moving traffic offences which the Department of Transport have recently asked local authorities if they wish to express an interest in enacting.
- 1.2 This report provides an update on these matters.

2. Kings Parade

- 2.1 Members of the committee were invited to attend a confidential briefing session (in October) with the Counter Terrorism Security Advisor to discuss the detail of the terror threat, risk assessment and the anti-terror plan. Following the briefing the Members present have indicated they would like to look more widely at the terror threat in Cambridge and review potential target locations.
- 2.2 Following the making of the permanent Anti-Terrorism Traffic Regulation Order in June the County Council provided comments to update the existing Service Level Agreement relating to operation of the Kings Parade barrier to the police and this is now with police and the City Council for final sign off.
- 2.3 Discussion has taken place with Cambridge City Council and Cam Cycle regarding the design of any replacement longer term scheme and issues relating to access for cyclists. The Councils have made a commitment to ensure Cam Cycle will continue to be involved in the development of the replacement scheme by the City Council.
- 2.4 Members have been advised that the Anti-Terrorism Traffic Regulation Order now in place was drawn up following consultation with stakeholders and the public by the City Council and statutory consultation for the order process. The current timings of the barrier closure are based on the results of the consultation. The design of any replacement longer term scheme or the width of the gap is not part of the order. The order is simply the legal power for the closure.
- 2.5 The City Council have provided an update on their work to investigate a longer-term replacement scheme as follows: Three options being considered are –
 - **Minimum Option:** a 'prettier' and more flexible replacement for what is currently in the existing location. Timescale: technical design by end 2021.
 - **Medium Option:** will consider controls at the Silver Street junction, which would better protect Trumpington Street and the approach to the Corpus Clock. This might mean a reduced need for controls in King Parade or obviate them altogether. They would seek to retain access for The Arts Theatre and the Corn Exchange deliveries from the Kings Parade end, but all other access would be

encouraged via Corn Exchange Street. Timescale: mid 2022.

- **Maximum Option:** a holistic review of area traffic access and movement linked to the city centre access work being undertaken by GCP. Timescale: mid 2022.

2.6 Consideration is being given to cycle safety, disability access and blue badge holders parking spaces.

3 Heavy Goods Vehicles working group

3.1 A Member Working Group was established following the agreement of the December 2020 Highways and Transport committee to review HGV management and the HGV policy. There were changes to membership following the May elections and a pause while new Members were nominated. The group has now met twice (in September and October) and has elected Cllr Lorna Dupre as Chair. The terms of reference have been updated and are at Appendix 1.

4 Civil Parking Enforcement (CPE) in South Cambridgeshire: Clarification on funding from Greater Cambridge Partnership (GCP)

4.1 There are two assessments which are required to complete the full financial picture which will form the basis of any funding agreement with the GCP and mitigate as far as reasonably practicably, the County Council's financial exposure. These are:

- **Feasibility Study:** to provide the financial modelling element of this project and the expected ongoing cost of CPE. Status: Complete
- **A Traffic Regulation Order (TRO) Review:** to determine the level of the remedial work required to ensure restrictions are compliant and enforceable prior to CPE rollout and to estimate the cost of these works. Status: This piece of work, commissioned by the County Council and funded by GCP, is currently underway and is due to be completed later this year.

4.2 The feasibility study indicates the likely running cost and potential revenue income and total deficit that CPE in South Cambridgeshire will create. As follows:

| Cost of Applying CPE in South Cambs (Operational) | Yr1 | Yr2 | Yr3 | Yr4 | Yr5 | Total |
|---|-------------|-------------|-------------|-------------|-------------|--------------|
| Expenditure (inc. Annual Inflation uplift) | £121k | £125k | £129k | £132k | £136k | £643 |
| Revenue income | £71k* | £95k | £95k | £95k | £95k | £451 |
| Deficit (Operational) | £50k | £30k | £34k | £37k | £41k | £192k |

*This assumes a gradual increase in number of Penalty Charge Notices issued in year 1

4.3 Officers have started working with the GCP on drafting the funding agreement. The funding agreement document can only be finalised when the TRO review is concluded. The TRO review will set out the scale of remedial works required and enable officers to seek target

costs from contractors to implement the works. It is anticipated that the funding agreement will be drafted in the next three months once the TRO review is complete and target costs are received from contractors.

- 4.4 The drafted agreement would then need to be approved, initially by the GCP Executive Board in consultation with South Cambridgeshire District Council (SCDC), before being approved by the Service Director (Place and Economy), in consultation with the Chair of the Highways and Transport Committee. It is envisaged that this process will be completed in mid-2022.
- 4.5 As detailed in the last report presented to the committee in September, in principle the GCP has indicated that it would consider providing capital funding to cover all survey and associated implementation costs and on-going financial support to cover any revenue shortfalls for a time limited period (to be negotiated). This position remains unchanged.
- 4.6 As outlined in the report to committee in September 2021 Huntingdonshire District Council (HDC) is funding the set-up costs and any ongoing revenue deficit from CPE. Fenland District Council are in receipt of a grant from the Cambridgeshire and Peterborough Combined Authority to cover the set-up costs and they will fund any ongoing revenue deficit.
- 4.7 Any on-street income from pay and display bay parking will be retained by the County Council for signs and lines maintenance and other highway improvements within that district area. Where an enforcement agent is in place, for example HDC in Huntingdonshire, the income from penalty charge notices will be retained by the enforcement agent to subsidise and support the enforcement regime in that district area. Any off-street income from District Council owned land will be retained by the relevant District Council.

5 20 MPH speed limits

- 5.1 The Council's current 20 MPH policy is that 20mph speed limits may be permitted at sites:
 - where the mean speed of traffic is 24mph or lower
 - in combination with self-enforcing speed reduction features necessary to achieve a mean speed no greater than 24mph
- 5.2 Seven days data from an automatic traffic counting device should be provided. Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods.
- 5.3 Implementing a speed limit requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21-day notice period. Should any objections be received then a report would go before Members for decision.
- 5.4 The funding options for Parish or Town Councils who wish to implement 20 mph speed limits would be to set their Parish precepts to fund it from their 2022/23 budget and the County Council will undertake feasibility, obtain the best price through contractors and advise on the process, regulation and options. Alternatively, they can submit a Local

Highways Improvement (LHI) initiative in 2022/23 where the applications for new 20 mph schemes will be encouraged, and the process will be streamlined setting out a specific category for new 20 mph schemes to make the process easier. All schemes will require a feasibility study before implementation.

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

Equipment = £2,000 - £10,000

Works = £1,500 - £5,000

Speed limit Order = £1,000

Total cost = £4,500 - £16,000

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

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

Equipment = £5,000 - £11,000

Works = £3,500 - £6,500

Traffic Regulation Order = £1,000

Road Safety Audit = £2,000

Total cost = £11,500 - £20,500

- 5.6 There is a difference between 20 mph limits, typically covering individual or small numbers of streets and requiring signs only, and 20 mph zones, typically covering larger areas and requiring both signs and markings. Originally, 20 mph zones required traffic calming such as road humps/chicanes, but the Department for Transport (DfT) relaxed this requirement in 2011 in order to reduce costs for traffic authorities, and to avoid the opposition which physical measures can attract (e.g. potential concerns regarding damage to vehicles and increased emergency services response times).
- 5.7 The greatest impact in reducing traffic speeds is delivered by 20 mph zones featuring traffic calming, achieving a reduction in speeds of about 9mph on average. However, the majority of new schemes introduced are now signed only 20 mph limits. These are much cheaper to implement and can avoid the opposition which physical traffic calming measures can attract, but generally lead to much smaller reductions in traffic speeds (about 1 mph on average).
- 5.8 Evidence suggests that 20mph schemes that include traffic calming measures to encourage compliance would be expected to reduce road traffic collisions on average by 27%. Schemes with no traffic calming, which see smaller reductions in traffic speeds of around 1mph would only be expected to reduce collisions by 6%.
- 5.9 Given competing priorities, it is likely that the resources available for Police enforcement of any 20 mph schemes introduced would be limited. To be effective, such schemes would need to be generally self-enforcing. 20 mph limits are therefore unsuited to streets where

average traffic speeds are high (i.e. mean speeds above 24mph) and where pedestrian/cyclist movements are low (with little potential to increase).

- 5.10 The Joint Administration has indicated a desire to implement more 20 mph schemes across the county and will be reviewing the policy and process for implementation over the coming months which will include engagement with the Vision Zero Partnership.

6 Traffic Management Act Part 6 - Moving Traffic Offences

- 6.1 Part 6 of the Traffic Management Act 2004 (TMA) relates to moving traffic offences (vehicles making banned turns, obstructing yellow boxes etc). Only Greater London Councils and Cardiff City Council currently have these powers, meaning that outside of these areas the Police are the enforcement body. The moving traffic offences are listed in Appendix 2.
- 6.2 The Department for Transport recently wrote to Local Highway Authorities to ask if they are interested in pursuing these powers. Initially they just requested an expression of interest. The Council has indicated to DfT an interest in exploring this further. These powers would only be possible in areas where there is a special enforcement area for civil enforcement – currently only Cambridge City.
- 6.3 The Government sees the Part 6 powers as a key tool in reducing congestion and improving air quality, while promoting the attractiveness of active travel by keeping vehicles out of cycle lanes and assisting the movement of buses.
- 6.4 Where civil enforcement applies in an area, contraventions of moving traffic orders may continue to be enforceable as criminal offences as an alternative to the civil enforcement procedures.
- 6.5 The key criteria on which the Secretary of State will need to be satisfied when approving an application are that:
- the authority has consulted those with an interest, including the police, and taken account of their views in finalising the application
 - all relevant TROs, traffic signs and road markings are legal correct, and the traffic signs and road markings are consistent with the Orders
 - the local authority has reviewed its relevant traffic orders and signs and carriageway markings to ensure they are both necessary and correct.
- 6.6 In addition, any authority considering civil enforcement of moving traffic contraventions should consider whether:
- enforcement will contribute to broader transport objectives
 - the scheme is proportionate to the scale of the traffic management issues facing the enforcement authority
 - the scheme will deliver improved performance, better reliability and punctuality for local bus services
 - there is consistency with neighbouring schemes so that motorists and others affected can understand how it works.

6.7 The council will engage with GCP to consider possible sites for enforcement using such powers and options for funding the implementation of such schemes.

7. Alignment with corporate priorities

7.1 Communities at the heart of everything we do
There are no significant implications for this priority.

7.2 A good quality of life for everyone
There are no significant implications for this priority.

7.3 Helping our children learn, develop and live life to the full
There are no significant implications for this priority.

7.4 Cambridgeshire: a well-connected, safe, clean, green environment
There are no significant implications for this priority.

7.5 Protecting and caring for those who need us
There are no significant implications for this priority.

8. Significant Implications

8.1 Resource Implications

The Resource Implications are detailed within the body of the report. In summary,

- Civil Parking Enforcement in South Cambridgeshire: the feasibility study, implementation costs and net running costs will be funded by GCP for an agreed length of time.
- 20 mph speed limit schemes: to be funded by Parish Councils and using LHI funding where successful bids have been agreed.
- Traffic Management Act Part 6 – Moving Traffic Offences: schemes will be developed with GCP including identification of funding.

8.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.

8.3 Statutory, Legal and Risk Implications
There are no significant implications within this category.

8.4 Equality and Diversity Implications
There are no significant implications within this category.

8.5 Engagement and Communications Implications
There are no significant implications within this category.

8.6 Localism and Local Member Involvement
There are no significant implications within this category.

8.7 Public Health Implications
There are no significant implications within this category.

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

8.8.1 Implication 1: Energy efficient, low carbon buildings.

neutral

Explanation:

8.8.2 Implication 2: Low carbon transport.

neutral

Explanation:

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

neutral

Explanation:

8.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

neutral

Explanation:

8.8.5 Implication 5: Water use, availability and management:

neutral:

Explanation:

8.8.6 Implication 6: Air Pollution.

neutral:

Explanation:

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

neutral:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

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

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?
Yes
Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?
Yes
Name of Officer: Emily Bolton

9. Source documents

- 9.1 [Governance - Greater Cambridge Partnership](#)
[Highways and Transport Committee - Agendas and minutes](#)

Appendix 1

Terms of reference for Heavy Goods Vehicle Policy Review Member Working Group

1. Purpose

The purpose of the Heavy Goods Vehicle (HGV) Policy Review Member Working Group is to review the current Heavy Goods Vehicle Policy, and to develop a strategic approach to HGV management and a policy to address the issues of movement of HGVs on the highways network, both urban and rural.

This will include

- actively seeking out best practice and evaluating innovative approaches to managing HGV issues,
- identifying whether there are any systemic issues that inhibit optimal management of HGV movements and what actions might be possible to address them;
- developing well-defined criteria and thresholds against which to consider Local Highways Improvement or privately funded applications for the introduction of weight limits, including impacts on communities and businesses, and
- evaluating the usefulness of the Advisory Freight Map in light of alternative approaches and developments in technology.

In carrying out its work, the Group will

- seek stakeholder views to help develop the HGV Policy, and
- take account of the processes and policies of National Highways and of other highway authorities, in particular our neighbours, and the impact any policy changes may have on the wider network.

2. Scope

Consideration of, and recommendations for, individual schemes and issues is outside the scope of the Group's remit.

The Group will consider agricultural vehicle matters, which are not covered by legislation relating to HGVs, insofar as they cause community concern and highways management issues.

3. Duration

These Terms of Reference are effective from [date]. The Group is expected to continue to January 2022 or until the review is concluded and a revised HGV Policy is presented to the Highways and Transport Committee for approval. The Group may wish to recommend to the Committee that it remains constituted thereafter to continue to oversee HGV related matters.

4. Membership

The HGV Policy Review Member Working Group will comprise:

- Cllr Gerri Bird
- Cllr David Connor
- Cllr Steve Criswell
- Cllr Claire Daunton
- Cllr Lorna Dupré
- Cllr Neil Gough

The Group will be supported by the following officers:

- Sonia Hansen – Traffic Manager
- Sharon Piper – Policy and Regulation Manager
- Jack Eagle – Principal Transport and Infrastructure Officer
- Maria Packer – Business Support Officer

The Group will seek the views of stakeholder groups such as the Cambridgeshire and Peterborough Combined Authority (CPCA) Police, representatives from Logistics UK, the Road Haulage Association, National Highways, National Farmers Union (NFU), Public Health, Minerals and Waste, Cambridgeshire and Peterborough Association of Local Councils (CAPALC), and other interested parties regarding the content of the new HGV Policy.

5. Meetings

4 (four) elected members of the HGV Policy Review Member Working Group (or their appointed substitutes) shall form a quorum for the transaction of business. Any elected member of the authority may substitute for any member of the Working Group.

Decisions will be made by consensus where possible, or by a majority where not. The Chair of the Working Group shall have a casting vote.

Meetings will be held monthly virtually unless otherwise agreed. Subgroup meetings will be arranged outside of these times if required, at times convenient to subgroup members.

6. Amendment, Modification or Variation










These Terms of Reference may be amended, varied, or modified by agreement of the HGV Policy Review Member Working Group.









List of Traffic Signs Subject to Moving Traffic Enforcement








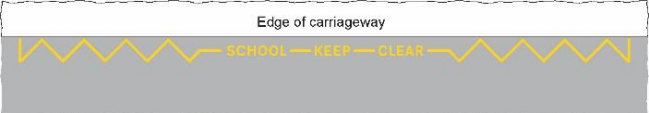

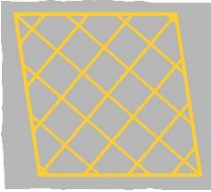
Under Schedule 7 to the Traffic Management Act 2004 (“the 2004 Act”), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: ‘TSRGD’) are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.

The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to local authorities taking on moving traffic enforcement. However, in line with the general principles of good regulation, any enforcement should be carried out in a way which is transparent, accountable, proportionate and consistent; and should be targeted **only where action is needed**.

Moreover, it should be noted that Ministers have only agreed to implement the Part 6 powers in respect of this existing list of traffic signs, with the exception of the additional diagram 1027.1, to create parity with London.

| Description | TSRGD diagram number & location | |
|--|--|---|
| Vehicular traffic must proceed in the direction indicated by the arrow | 606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42) |  |
| Vehicular traffic must turn ahead in the direction indicated by the arrow | 609 (Schedule 3, Part 2, item 2) |  |
| Vehicular traffic must keep to the left/right of the sign indicated by the arrow | 610 (Schedule 3, Part 2, item 3) |  |
| No right turn for vehicular traffic | 612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43) |  |
| No left turn for vehicular traffic | 613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43) |  |
| No U-turns for vehicular traffic | 614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43) |  |
| Priority must be given to vehicles from the opposite direction | 615 (Schedule 3, Part 2, item 9) |  |
| No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement) | 616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44) |  |
| All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians | 617 (Schedule 3, Part 2, item 11) |  |

| Description | TSRGD diagram number & location | |
|--|--------------------------------------|---|
| Entry to and waiting in a pedestrian zone restricted | 618.3B (Schedule 8, Part 2, item 1) |  |
| Entry to and waiting in a pedestrian and cycle zone restricted | 618.3C (Schedule 8, Part 2, item 2) |  |
| Motor vehicles prohibited | 619 (Schedule 3, Part 2, item 12) |  |
| Motor vehicles except solo motor cycles prohibited | 619.1 (Schedule 3, Part 2, item 18) |  |
| Solo motorcycles prohibited | 619.2 (Schedule 3, Part 2, item 20) |  |
| Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited | 622.1A (Schedule 3, Part 2, item 13) |  |
| One-way traffic | 652 (Schedule 9, Part 4, item 5) |  |
| Buses prohibited | 952 (Schedule 3, Part 2, item 17) |  |

| Description | TSRGD diagram number & location | |
|--|--------------------------------------|---|
| Route for use by buses, pedal cycles and taxis only | 953 (Schedule 3, Part 2, item 33) |  |
| Route for use by tramcars only | 953.1 (Schedule 3, Part 2, item 36) |  |
| Route for use by pedal cycles only | 955 (Schedule 3, Part 2, item 28) |  |
| Route for use by pedal cycles and by pedestrians only | 956 (Schedule 3, Part 2, item 29) |  |
| Route comprising two ways, for use by pedal cycles only and by pedestrians only | 957 (Schedule 3, Part 2, item 32) |  |
| With-flow cycle lane | 959.1 (Schedule 9, Part 4, item 9) |  |
| Contra-flow cycle lane | 960.1 (Schedule 9, Part 4, item 6) |  |
| Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10 | 1027.1 (Schedule 7, Part 4, item 10) |   |
| Box junction markings | 1043 (Schedule 9, Part 6, item 25) |  |