

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 21 January 2025

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

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

Red Kite Room

New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1 Apologies for Absence and Declarations of Interest

Guidance on declaring interests is available in [Chapter 6 of the Council's Constitution \(Members' Code of Conduct\)](#)

2 Minutes - 3 December 2024

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3 Public Questions and Petitions

DECISIONS

4 Business Plan and Budget 2025/26 – 2029/30

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5 East West Rail Non-Statutory Consultation

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The Highways and Transport Committee comprises the following members:

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

Clerk Name:	Nick Mills
Clerk Telephone:	01223 699763
Clerk Email:	Nicholas.Mills@cambridgeshire.gov.uk

Highways and Transport Committee: Minutes

Date: 3 December 2024

Time: 10.00 a.m. to 12:55 p.m.

Venue: Red Kite Room, New Shire Hall

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Claire Daunton, Lorna Dupré, Ian Gardener, Neil Gough, Anne Hay, Bill Hunt, Peter McDonald, Tom Sanderson, and Alan Sharp

243. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Gerri Bird, Jan French and Simon King.

Councillors Gardener and Sanderson declared a non-statutory disclosable interest in Agenda Item 4 (Procurement of Replacement of Guided Busway and Babraham Park & Ride Site CCTV), as elected members of Huntingdonshire District Council.

244. Minutes – 1 October 2024 and 4 October 2024

While discussing Minute 237 (St Ives and Fulbourn 20mph Zone and Speed Limit Schemes) of the minutes of the meeting held on 1 October 2024, it was agreed that the support of the local Member for Fulbourn for the speed limit schemes in Fulbourn be recorded in the same way as that of the opposition of the local Member for the St Ives South and Needingworth for the 20mph zone in St Ives, by inserting the following additional bullet point to the discussion on that item (addition in bold):

- **Noted that the local Member for Fulbourn, Councillor Daunton, supported the proposed speed limit schemes in Fulbourn.**

It was also noted that Appendix 1 to the minutes had not originally been attached, and it was confirmed that the appendix had now been attached and that the minutes had been subsequently republished.

The minutes of the meeting held on 1 October 2024 were agreed as a correct record, subject to the above amendments, and signed by the Chair.

The committee was informed that the Members that had attended the special meeting on 4 October 2024 had been contacted separately to seek any concerns about their accuracy, of which none had been raised. The minutes of the special meeting held on 4 October 2024 were agreed as a correct record and signed by the Chair.

While reviewing the Minutes Action Log, Members:

- Clarified that the update to the first action related to Minute 239 (Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies), referred to the A1421, rather than the A141.
- Confirmed that the first action related to Minute 229 (Highways and Transport Committee Agenda Plan, Appointments to Outside Bodies and Internal Advisory Groups and Panels, and the Appointment of Member Champions) would be completed at the committee's first meeting after the Council's election in May 2025, noting that the next round of applications to the Local Highway Initiative scheme would not take place before then.

The Committee noted the Minutes Action Log.

245. Petitions and Public Questions

The Committee was informed that three public questions had been accepted and that the questions would be taken at the start of the relevant agenda items. It was noted that one question related to agenda item 5 (Active Travel Hierarchy Consultation and Development), one question related to agenda item 6 (Vision Zero and the Council's Management of its Duties in Relation to Road Safety), and one question related to agenda item 7 (Procurement of Civil Parking Enforcement Services).

The Committee was informed that the Council had received a petition with 115 signatures requesting repairs to the roads in Coton, attached at Appendix 1 of the minutes, and the petitioner, Mr Allan Treacy, was invited to address the committee.

Arguing that the Council failed to comply with its own rules on repairing roads, Mr Treacy drew attention to potholes on roads in Coton that had been identified by the Council as in need of repair, but which had not been repaired within 21 days of indicative yellow paint being applied. He informed Members that vehicles had been significantly damaged by the potholes and argued that failing to repair them undermined the Council's encouragement of active travel, as cyclists were unwilling to use the roads. Mr Treacy was informed that the Council would investigate the issues that had been raised in the petition, and it was suggested that the increased level of investment that had been made towards highways maintenance would help reduce such situations reoccurring in the future. It was confirmed that a response to the petition would be sent from the Chair to the petitioner within ten working days.

246. Procurement of Replacement of Guided Busway and Babraham Park & Ride Site CCTV

The Committee received a report proposing a procurement for the replacement of CCTV equipment and CCTV maintenance for the Guided Busway and the Babraham Park and Ride site. Huntingdonshire District Council (HDC) would undertake the procurement of a five year contract on behalf of the County Council. Members were informed that there were no climate change or environmental implications related to the proposals, and that Section 6.5 of the report should therefore be disregarded, as it had been erroneously included.

While discussing the report, individual Members:

- Noted that a procurement for similar upgrades to other Park and Ride sites had been carried out in 2022 and queried why all the sites were not included in one contract. Members were informed that the Babraham site was not included in the 2022 procurement because it had been undergoing major works on solar panels at the time. Notwithstanding, when the other contract expired in approximately two years, it was intended to seek to incorporate all the sites under one contract.
- Drew attention to anti-social behaviour, such as joyriding, which occurred at some of the Park and Ride sites and queried how it could be detected or deterred by the CCTV system. Members were informed that the control centre managed by HDC monitored the sites 24/7, whereas the current arrangements only operated until 6:30 p.m. The system would also provide a more efficient process for collecting and sharing CCTV footage, which would be of a similar quality to Automatic Number Plate Recognition technology.
- Established that the proposals would include the installation of additional cameras along the Guided Busway in sections that were currently not covered.
- Queried whether the proposals were compliant with Health and Safety Executive (HSE) regulations, and it was confirmed that a full review of the safety management regime and the risk assessment regime around the wider operation of the busway, including the CCTV, had ensured it was compliant with the Health and Safety at Work etc Act 1974. The revised safety management arrangement involved weekly reviews and the committee was reassured that there was regular engagement between the Council and HSE.

It was resolved unanimously to:

- a) Authorise the procurement for replacement of CCTV; monitoring; response to incidents; data handling requests, and provision of transmission network linkage, for a term of five years; and
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to award and execute a contract for the provision of CCTV as above starting in 2025.

247. Active Travel Hierarchy Consultation and Development

The Committee received an update report on the consultation and development of the Council's draft Active Travel Hierarchy, which comprised the Walking and Wheeling Hierarchy, the Cycling Hierarchy and the Public Rights of Way (PROW) hierarchy.

Nick Kent was invited to address the committee. Drawing attention to the proposals set out in the non-statutory consultation recently issued by East West Rail (EWR), Mr Kent expressed concern about the number of proposed permanent and temporary road diversions, and argued that there was a lack of information related to the proposed new station in Cambourne and potential road improvements or new roads resulting from the scheme. He queried how the EWR proposals would affect the development of the Active Travel Hierarchy and the wider prioritisation of the Highways Capital Programme, and suggested construction vehicles could cause significant damage to rural roads across the county. It was emphasised that although the Oxford to Bedford section of the proposed route was scheduled to open in 2030, EWR had not yet applied for a development consent order for the Cambridgeshire section, and therefore it was not anticipated that the EWR proposals would impact either the development of the Active Travel Hierarchy proposals or the proposed new process for prioritising capital maintenance projects, both of which were proposed to be operational in 2025. Members were assured that the Council would work closely with EWR as it developed its proposals for the route, and would continue to review the impact these would have on the local highway network, ensuring that mitigations were agreed and put in place prior to any construction activities commencing.

While discussing the report, individual Members:

- Welcomed the new approach that was being developed, highlighting that it aimed to support and encourage people to choose active travel by emphasising that roads were not just used by motor vehicles. Members noted that there were a lot of missing links across the county's active travel network and emphasised the importance of ensuring the hierarchy was adaptable in the future. It was suggested that the hierarchy would allow the Council to differentiate how much it spent on the maintenance of carriageways and the accompanying active travel infrastructure, which it had previously not been able to do.
- Sought clarification on how the ongoing development of the Active Travel Hierarchy aligned with the prioritisation of the Highways Capital Programme. Members were informed that if the committee approved the Walking and Wheeling Hierarchy and the Cycling Hierarchy upon their completion, a ranking would be assigned to each highway within the hierarchy. Those scores would then be inserted into the capital maintenance prioritisation and taken into account during the ranking exercise for the prioritisation of schemes.
- Noted that that feedback from the planned public consultation would be used to help inform the development of criteria for a potential PROW Hierarchy, and expressed concern that the evidence could vary across the county. Members were informed that the Council would engage with the local access forum and other PROW stakeholders across the county to establish what different areas would like to

prioritise and to identify key routes that were most valued. It was intended to present the results of the consultation and a proposed PROW Hierarchy to the committee in July 2025 or October 2025, and it was confirmed that information on the maintenance of PROWs would be published following the consultations.

- Requested further information on how PROWs would be inspected and maintained, noting the high number of complaints received due to issues such as a lack of cutting, blockages and damaged stiles, and argued that the hierarchy would only be effective if it was accompanied by an appropriate maintenance budget. Members were informed that the cutting back of vegetation had been prioritised in the development of the PROW Hierarchy and it was agreed to provide the committee with additional information on their inspection and maintenance. **Action required**
- Highlighted the importance of working with partners on the development of the PROW hierarchy, and queried how other stakeholders and interested parties had been consulted. It was acknowledged that private landowners were a stakeholder, as many PROWs crossed private land, and it was agreed to provide Members with an update on the involvement of such partnerships in the development of the hierarchy. **Action required**
- Suggested that grass verges on rural roads should be cut to provide pedestrians with an alternative to walking on the road, noting that potholes developed out of the verges as a result of vehicles passing each other on narrow roads, although it was acknowledged that the development of the Active Travel Hierarchy would help to identify and address such issues where it affected active travel. Another Member emphasised the importance of clearing vegetation on such roads in order to expose the potholes, and also clearing grips to avoid vegetation growing in the first place.

It was resolved unanimously to:

Note progress to date regarding creation of the Active Travel Hierarchy.

248. Prioritisation of the Highways Capital Programme

The Committee received a report which set out the proposed processes by which planned maintenance schemes would be prioritised for inclusion and delivery in the Council's capital programme from the 2025/26 municipal year onwards.

Adam Bostanci was invited to address the committee on behalf of Meldreth Parish Council. Arguing that highways maintenance and pothole repair undertaken by the Council had become too reactive in nature, Mr Bostanci drew attention to issues that had previously been addressed in a cyclical way, but which had now fallen into abeyance, requiring continuous chasing by parish councils and other local people. He sought clarification on what cyclical maintenance was undertaken by the Council, and what steps could be taken to establish a more effective rolling programme of inspection, maintenance, repair and renewal of highways and footways. It was clarified that the Council had increased its investment in the structural and non-structural repair of active travel routes from £5.3m to £7.8m in the 2024/25 financial year, with a further planned increase to £9.3m in 2025/26. The proposed new prioritisation process would provide

local communities with greater visibility of the Council's forward work programmes, while its multi-year format would enable the development of rolling maintenance programmes, again providing local communities and stakeholders with greater visibility of where planned works would take place. It was also noted that the Council's Highways Operational Standards provided further information on what could be expected.

While discussing the report, individual Members:

- Welcomed the proposed prioritisation process, highlighting how it would support and maximise the impact of additional funding that had been allocated for highways maintenance in the 2024/25 financial year. It was argued that the process would enable a data-driven, holistic approach to allocating resources objectively, rather than an approach that rewarded those that applied the greatest pressure, although some Members expressed concern that it could be difficult for local communities and members of the public to understand the reasoning behind the scoring of individual roads.
- Expressed concern that the proposed scoring process could result in a reduction of highways maintenance in rural areas due to lower traffic volumes compared to urban roads, and argued that it should only be considered as an additional tool, rather than the exclusive mechanism, as it would not take into account additional local factors, such as the noise of pothole impacts on nearby residents. However, it was emphasised that the prioritisation process would include a range of criteria, and that it would be reviewed and changed in the future, if appropriate, to ensure it was fair and effective. Members were assured that they would be presented with the draft prioritisation proposal before it was presented for approval to ensure they could contribute additional local knowledge, and it was confirmed that any known safety concerns or an increased level of heavy goods vehicle (HGV) use of any particular road would also be considered during the scoring process. It was also noted that there was an additional, separate budget for the maintenance of more rural, unclassified roads which were scored individually.
- Queried whether the existence of a bus service route when scoring a road in the prioritisation process included only commercial services or whether it also included school buses, noting that school buses were much more prevalent than commercial buses in rural areas. Members were informed that the process currently only included commercial bus services because school services were not mapped in an automatic way that enabled them to be included in the scoring process, although the Education Transport team was being consulted on whether such additional data could be provided in order to incorporate such routes into the process.
- Highlighted the importance of clearly explaining the different treatments that were available, when they might be used, and the criteria for assessing when they might be used. It was clarified that reactive maintenance was day-to-day work carried out in response to issues that had been reported by members of the public or picked up by safety inspections, whereas proactive maintenance was planned work with capital funding. Members noted that carrying out repairs before damage reached a higher category was preferable, and that the prioritisation process would help in the

identification and prioritisation of such cases, although it was emphasised that budgetary constraints would limit the level of maintenance that could be carried out.

- Confirmed that condition surveys were also carried out on pavements and footways, with the data subsequently used in the same way as carriageway data, enabling the identification of footways in need of repair.
- Clarified that ‘e.g.’ should have been used instead of ‘i.e.’ throughout the draft prioritisation criteria, attached at Appendix 2 of the report, to indicate a selection of examples rather than an exclusive list.

It was resolved to:

- a) Approve the processes and scoring systems for the prioritisation of planned capital maintenance schemes from the 2025/26 financial year onwards, as set out in the report and Appendices 1 to 4 of the report;
- b) Note that the established politically proportional member engagement group will suggest and advise on changes to the scoring criteria and prioritisation process as required, and review the prioritised capital maintenance programme prior to it being presented to the Committee for approval; and
- c) Delegate Authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to make any changes to the scoring criteria as set out in the appendices to this report, taking account of the advice from the member engagement group.

249. Vision Zero and the Council’s Management of its Duties in Relation to Road Safety

The Committee received a report on the Council’s activities in relation to its road safety statutory duties, as well as the wider road safety agenda addressed by the Vision Zero Partnership.

Roxanne de Beaux was invited to address the committee on behalf of Camcycle. Highlighting Camcycle’s support for the Vision Zero objectives, Ms de Beaux argued that there would be fewer injuries and deaths if road safety was treated as seriously as rail safety or workplace health and safety. Expressing concern that interventions were often only put in place after high profile accidents had occurred, she suggested that the Council should be more proactive in prioritising and ensuring the safety of cyclists and argued that safety should always be the highest priority when designing road space, rather than traffic flow. She also drew attention to the difference between legal pedal-assisted bicycles and illegally modified bicycles, both of which were often referred to together as e-bikes. It was acknowledged that the Council was still addressing the challenge of how to integrate these kinds of new and innovative forms of transport to the existing network in a safe way, although Members were assured that the Council prioritised the safety of active travel users and all other users of the local transport network in its management of the network and its infrastructure design.

While discussing the report, individual Members:

- Welcomed the Vision Zero Partnership's progress in reducing the number of road deaths, particularly in addressing safety at accident sites, and suggested it would be beneficial for Members to receive more frequent updates. Members also requested that future reports contain additional data on the likely impacts of the available options to help inform the committee's decision-making. It was also acknowledged that the response to such issues was restrained by the level of available financial resources.
- Noted there was a relatively low number of speed cameras in the county compared to neighbouring counties, and queried whether there were plans to install more. Members were informed that speed cameras were expensive to operate, while a lack of available court appointments to address infractions meant that effective enforcement would be difficult to sustain. It was also argued that while speed cameras generally had a positive impact in the surrounding area, they often displaced speeding issues to other areas, and it was suggested that average speed cameras were more effective in encouraging behavioural change.
- Expressed concern about the behaviour of drivers of large agricultural vehicles, such as mobile phone use while driving, and suggested there could be greater encouragement for such vehicles to occasionally pull aside to let other vehicles pass, reducing the level of dangerous overtaking that occurred. Members were informed that the Council had raised such concerns with the police and that it was currently assessing how to encourage such behaviour. Notwithstanding it was also acknowledged that passing places were not always available and noted that the drivers of agricultural vehicles were often badly treated by other drivers.
- Observed that cluster site analysis identified sites with either three collisions resulting in serious injury or fatalities, or six collisions resulting in injury, and suggested that it would be preferable to identify such hotspots sooner, querying whether additional engagement on dangerous junctions between the Council, local Members and local communities could support a more proactive approach rather than a reactive one. Members were informed that the current process was based on the available levels of data and funding, with the sites where accidents were most likely or frequent prioritised for work, although it was suggested that the future collection of a wider range of vehicle data, such as sudden braking or steering trends, could support a more proactive approach.
- Suggested that wider use of white road markings could help reduce the number of collisions on rural roads. Attention was also drawn to damage to vehicles resulting from faded markings on road humps and speed cushions. It was clarified that the addition of white line markings was considered alongside other potential improvements as part of any investigation following a fatal road traffic collision. Members were also informed that the Council maintained a white road marking programme which prioritised sites with safety concerns, although it was noted that the winter climate prevented such work.

- Emphasised the importance of motor vehicles being driven responsibly, including treating a speed limit as a limit rather than a target, and following road markings rather than sat navs. Members also highlighted the importance of cyclists using appropriate equipment, such as lights and helmets, and following the Highway Code correctly, and suggested that regulations were necessary to better manage the use of e-scooters and e-bikes.
- Paid tribute to work carried out to support road safety by the Council's Junior Travel Ambassadors, Road Victims Trust and local communities that carried out informal speed checks and educated local drivers.
- Drew attention to junctions where local roads included crossing points in the middle of major A roads and queried how the Council could support alternative designs to increase safety. Members were informed that such road designs were out-dated and no longer constructed. National Highways also carried out its own cluster site analysis, but due to financial constraints was unable to construct bridges or underpasses at such junctions.

It was resolved unanimously to:

Review and scrutinise the work of the Council's Road Safety Team, in addressing both the Council's specific statutory duties in regard to road safety, and the wider road safety agenda addressed by the Vision Zero Partnership.

250. Finance Monitoring Report – October 2024

The Committee received the Finance Monitoring Report to the end of October 2024 for the services within its remit, which reported a forecast revenue overspend of £1.9m, and a £5m slippage compared to the budgeted capital programme variation.

While discussing the report, individual Members:

- Requested further information on the £917k underspend on carriageway and footway maintenance. Members were informed that the underspend related to specific schemes that had to be reprofiled because they were linked to other schemes, such as those managed by the Greater Cambridge Partnership.
- Expressed concern that only £2m had been spent of the £20m allocated to Further Highways Prioritisation. It was clarified that the wider Highways Maintenance budget exceeded £45m and it was confirmed that the whole budget had been allocated and programmed for delivery, although it was acknowledged that bad weather could cause some work to roll over into the following financial year. It was noted that changes to how the Council profiled risk had resulted in a higher level of expenditure than in previous years.

It was resolved unanimously to:

Review and comment on the report.

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

The committee noted the agenda plan.

Chair
21 January 2025

Petition requesting repairs to Coton's road

We the undersigned petition the council to deal with the uneven road surface resulting from severe subsidence and properly repair the potholes in Brook Lane and Grantchester Road from The Plough in Coton to the Barton Road roundabout.

The potholes are causing severe damage to cyclists' tyres, car tyres and suspension. They are also a real danger as drivers swerve to avoid the worst of the potholes. A bad accident is almost inevitable.

We are dismayed that some previous requests for remedial work have been ignored by your department. Marking of the worst potholes with yellow paint has been your only recent response and you have not met your own timetable for completing repairs. This is unacceptable.

Please treat this matter as urgent.

[115 signatures]

Highways and Transport Committee Minutes - Action log

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

Minutes of the Committee Meeting Held on 30 April 2024					
Minute no.	Report	Officer responsible	Action	Update	Status
211.	Minutes – 5 March 2024 and Action Log	D Allatt	Follow up with town and parish councils in order to build confidence in value for money, as noted in Minute 203 (Highways Maintenance Capital Programme)	A session was held on 12 December 2024.	Complete
215.	Corporate Performance Report	D Allatt	Total number of Fatal Review sites visited by the Road Safety VZ team. Number of sites identified for enhancements; number of enhancements completed. Number of sites identified for maintenance works/Number of sites where maintenance completed.	A report on Vision Zero and the Council's management of its duties in relation to road safety was presented to the committee at its meeting on 3 December 2024 (Agenda Item 7).	Complete

Minutes of the Committee Meeting Held on 23 July 2024

Minute no.	Report	Officer responsible	Action	Update	Status
221.	Active Travel Fund 4 Extension	N Young	Provide clarification on when the Department for Transport is expected to review and refresh the Local Cycling and Walking Infrastructure Plans guidance.	An update from the Department for Transport on LWCIP guidance is still awaited, as of 10 January 2025, and there is still no firm date yet for its issue.	Ongoing
			Provide Members with an update, when it has been established how residents in the villages surrounding Alconbury Weald will be able to connect to the Huntingdon to Alconbury Weald cycling and walking route.	There is an LWCIP prioritised route from Alconbury to Alconbury Weald. Delivery of this scheme is subject to securing funding. Once a route is delivered from Alconbury Weald to Huntingdon, there is likely to be increased emphasis on funding this link to allow greater access to the wider network.	Complete
229.	Highways and Transport Committee Agenda Plan, Appointments to Outside Bodies and Internal Advisory Groups and Panels, and the Appointment of Member Champions	J Rutherford	Organise further appointments for the Huntingdonshire LHI Panel, and consider whether substitutes should also be appointed to all the LHI panels.	These will be arranged as part of the next round of LHI allocation process.	Ongoing

Minutes of the Committee Meeting Held on 1 October 2024

Minute no.	Report	Officer responsible	Action	Update	Status
239.	Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies	D Allatt	Clarify whether another report would be presented to the committee on A1421 traffic management and road safety options.	The A141 is one of the routes being assessed through the International Road Assessment Programme (IRAP) programme, which will be reported to the committee at its meeting in March 2025.	Ongoing
			Provide an update on action taken following the Council's approval of a motion in July 2024 related to flooding issues in Little Paxton.	A report will be presented to the committee in March 2025 to provide an update on action taken in relation to the motion. Works to repair the carriageway on Little Paxton bridge were completed.	Ongoing

Minutes of the Committee Meeting Held on 4 October 2024

Minute no.	Report	Officer responsible	Action	Update	Status
242.	Mill Road Bridge, Cambridge, Traffic Regulation Order	D Allatt	Present a review to the committee after two years, to include traffic level and air quality data, as well information on the impacts to local businesses and any other issues raised by members of the public and the local community.	This will be carried out in 2026.	Ongoing

Minutes of the Committee Meeting Held on 3 December 2024

Minute no.	Report	Officer responsible	Action	Update	Status
247.	Active Travel Hierarchy Consultation and Development	D Ashman	Provide Members with additional information on the inspection and maintenance of Public Rights of Way.	A maintenance hierarchy for Public Rights of Way is under development. Engagement will be undertaken with key stakeholders in spring 2025. This will enable the development of a system for ranking PROW by their importance to communities and users, including developing our approach to maintenance. It is intended to present a further report to the Committee on this subject in 2025, subject to the level of feedback received.	Ongoing
			Provide Members with an update on the involvement of stakeholders, such as landowners and other interested parties, in the development of the Public Right of Way Hierarchy.	The public consultation undertaken during summer 2024 included the option for respondents to tell the Council about which PROWs were important to them. This attracted nearly 500 responses, which will be used to support the development of a PROW Hierarchy. The draft version will be shared with Members, parish councils, the Local Access Forum and other stakeholders as part of engagement during 2025, the details of which will be included in the subsequent report to the Committee.	Ongoing

Business Plan and Budget 2025/26 – 2029/30

To: Highways and Transport Committee

Meeting Date: 21 January 2025

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

Electoral division(s): All

Key decision: No

Executive Summary: This report summarises the draft 2025-30 Business Plan and Budget, as presented to the Strategy, Resources and Performance Committee on 17 December 2024, related to this committee, including progress updates on the Council's Strategic Framework and seven ambitions.

Recommendations: The Committee is asked to:

- a) Consider and scrutinise the proposals relevant to this Committee within the Business plan and Budget 2025-26 – 2029-30 put forward by the Strategy, Resources and Performance Committee, 17 December 2024;
- b) Recommend changes and/or actions for consideration by the Strategy, Resources and Performance Committee at its meeting on 28 January 2025 to enable a business plan and budget to be proposed to Full Council on 11 February 2025; and
- c) Receive the fees and charges schedule for this Committee attached at Appendix 2.

Officer contacts:

Name: Frank Jordan, Executive Director of Place and Sustainability

E-mail: frank.jordan@cambridgeshire.gov.uk

Name: Michael Hudson, Executive Director of Finance and Resources

E-mail: michael.hudson@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

1.1. The Strategic Framework 2023-28 sets out the Council's high-level approach for achieving the vision of a greener, fairer and more caring Cambridgeshire through seven 'ambitions':

- Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes
- Ambition 2: Travel across the county is safer and more environmentally sustainable
- Ambition 3: Health inequalities are reduced
- Ambition 4: People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs
- Ambition 5: People are helped out of poverty and income inequality
- Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised
- Ambition 7: Children and young people have opportunities to thrive

1.2. As the primary statement of the Council's strategic direction, the Strategic Framework is the main reference point for everything the Council plans and delivers for local communities. The refreshed Strategic Framework, approved by the Strategy, Resources and Performance Committee in October 2024, sets out the progress the Council has made towards delivering the seven ambitions since they were launched in April 2023.

1.3. The Council aims to achieve these ambitions by becoming 'Closer to Communities', working with residents and partner organisations to make services more responsive to the diversity of people and places in Cambridgeshire. Doing this effectively requires the Council to be an evidence-led, listening organisation that is responsive to resident priorities. The annual Quality-of-Life Survey enables the Council to have an ongoing dialogue with residents so it can understand what matters most to Cambridgeshire's people and communities. The insights generated from this annual survey, together with resident feedback from the Council's budget engagement and consultation exercises, inform the development of the Council's business planning priorities and allows it to track delivery progress of the seven ambitions.

2. Background

2.1 The draft 2025-30 Business Plan and Budget, presented to the Strategy, Resources and Performance Committee at its meeting on 17 December 2024, details how the Council will continue delivering against its seven ambitions, respond to resident feedback and set a legal budget.

- 2.2 This committee, alongside other Policy and Service committees will consider the draft business plan and budget proposals, and any feedback will be presented to the Strategy, Resources and Performance Committee at its next meeting 28 January 2025 for consideration of recommending budget proposals to Full Council on 11 February 2025.
- 2.3 At this stage, the Council is projecting to see a net increase of general funding of £32.8 million. This comprises a 4.99% increase in Council Tax, changes to the taxbase for Council Tax, increased business rates income and a net increase in general government grants.

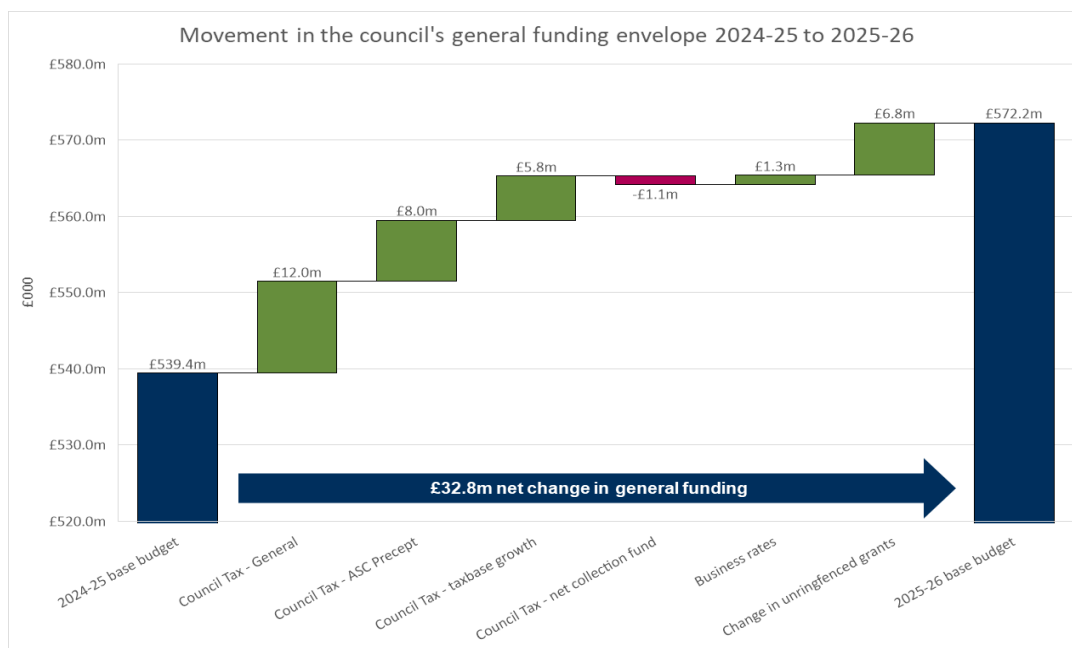


Chart 1 – Movement in funding envelope 2024-25 to 2025-26

- 2.4 Following updates to pressure projections, a projected budget gap of £39 million for 2025-26 was reported in an update to the Strategy, Resources and Performance Committee on 31 October 2024, an increase of £16 million from the previous business plan forecasts. Whilst the budget of the Council is increasing year on year, allowing it to continue investing in important local services, the budget is not growing fast enough to keep pace with the pressures arising from the issues described at Section 2.7 of the report. Latest estimates now show over £75 million of cost pressures, offset by a £32.8 million increase in general funding and £8.5 million increase in ring-fenced grants, giving a gap to find of £34.2 million for 2025-26.

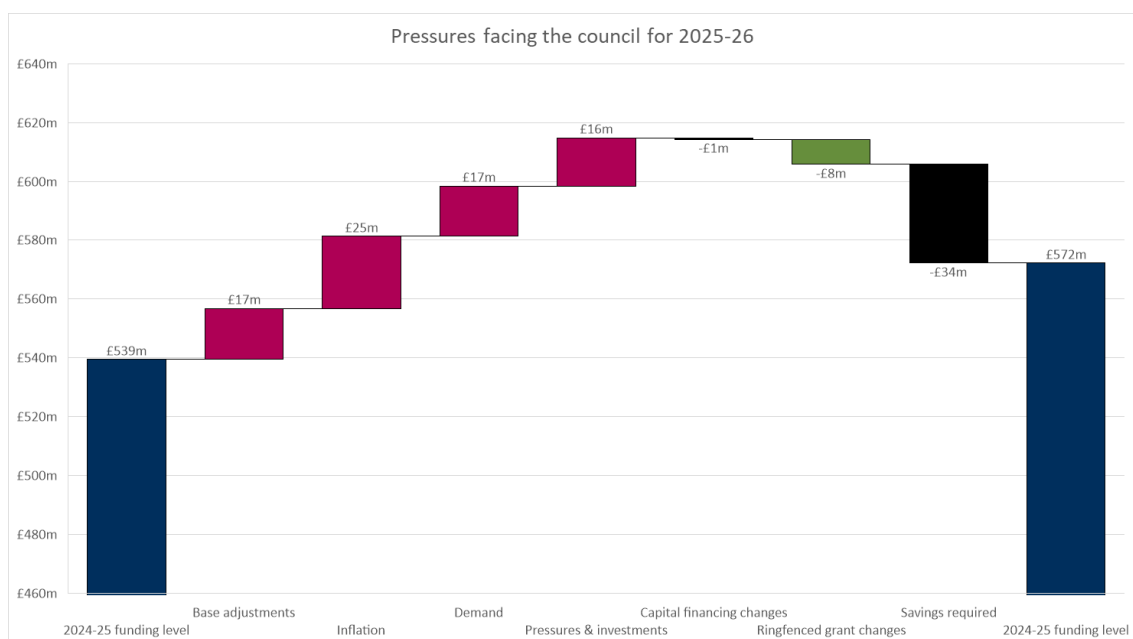


Chart 2 - Pressures facing the council for 2025-26

- 2.5 The overall impact of the additional investments the Council is making and the compound pressures set out in Chart 2 above, means that to secure a legal budget, the Council is required to find efficiencies/savings, or additional income, of £34 million for 2025-26.
- 2.6 To achieve this sustainably, the Council will need to change the way it operates at an organisation-wide level so that it can drive maximum economic, social and environmental value from the services it provides and commissions. 'Our Future Council' change strategy, approved by the Strategy, Resources and Performance Committee in October 2024, sets out a long-term vision for reshaping the way the Council operates. The strategy will help enable the Council to remain financially sustainable over the medium to long term and retain the capability and capacity to deliver its ambitions. In addition, each of the Council's five directorates have developed proposals for the coming years that will allow the Council to continue investing in priorities that will deliver its ambitions, whilst making savings through careful recalibration of the way services are provided.

	£m	£m
Pressures, investments and adjustments	75.5	
Budget Changes		75.5
Less funding changes:		
Change in ringfenced grants		-8.5
Change in general grants	-6.8	
Proposed Council Tax increase	-20.1	
Council Tax taxbase and collection fund	-4.6	
Business rates income	-1.3	
General funding increase		-32.8
Funding envelope changes		-41.3
Total gap to find		34.2
Savings identified	-32.6	
Changes in income, excluding schools	-1.3	
Add: reverse out previous year reserves budget	11.8	

	£m	£m
Less: reserves use	-12.1	
Total Gap remaining		0.0

Table 1 - How the balanced budget is arrived at

- 2.7 Against that context, the report includes a further forecast for 2026-27 to 2029-30. This brings into focus key change programmes that have begun or will begin in 2025 to help determine the future shape and funding of the Council to achieve a balanced budget in each of the years remaining of the current Strategic Framework. Nevertheless, the Council continues to have a budget gap in the remaining years of the medium-term:

Year	2026-2027	2027-2028	2028-2029	2029-2030
Latest unidentified savings gap	£17.7 million	£10.2 million	£21.8 million	£23.6 million

Table 2 - Revised medium-term budget gaps

- 2.8 The Council is continuing to invest capital funding in the county's infrastructure, such as schools, roads and social care facilities. The full capital programme for 2025-30 (and onwards to 2035) is set out in tables 4 and 5 of Appendix 1, along with indicative sources of funding available. The programme for 2025-26 proposes a total budget of £140 million for capital expenditure, and a medium-term programme of £881 million

	Prev Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Yrs £000	Total £000
Children, Education and Families	168,424	44,495	85,083	40,072	16,076	9,644	11,487	375,281
Adults, Health and Commissioning	462	8,544	19,857	18,683	15,451	15,653	29,650	108,300
Place and Sustainability	153,188	73,215	44,486	20,949	19,367	1,592	12,460	339,257
Finance and Resources	13,813	11,768	6,874	3,411	3,432	2,643	9,288	51,229
Strategy and Partnerships	4,753	1,189	170	30	-	-	-	7,117
Total Budget	340,640	139,211	156,470	83,145	54,326	29,532	62,885	881,184

Table 3 - Capital Programme by Directorate 2025-30

- 2.9 The total programme for 2025-26, as it currently stands, requires £139.2 million of funding, which includes £56 million from borrowing. The cost of capital is expected to continue rising over the medium-term, exceeding £46 million by 2027-28. Although the capital programme has been prioritised to ensure that the expected cost of capital is within the prudential limit set by the capital strategy for 2025-26, the Council is very close to the limit in all years of the medium-term, and so re-prioritisation may be required if there are any further capital spend requirements.
- 2.10 Subsequent to these projections made in early December 2024, the provisional local government finance settlement was announced on 18 December 2024. This confirmed

several grant allocations for the Council for 2025-26, broadly in line with expectations. In particular, an increase in the social care grant of nearly £6.5 million (ringfenced to both children's and adults care) provides funding to underpin inflationary and demand pressures, and a new £1.5 million children's prevention grant is likely to fund commitments in the business plan. The provisional settlement had several gaps that are awaiting the final settlement in February 2025, particularly confirming how much funding councils would get to offset the increase in employers' national insurance, and ultimately it is not until the final settlement that funding numbers can be fully confirmed. Broadly speaking though, notwithstanding that, the provisional settlement was in line with expectations and estimates made in this draft business plan.

- 2.11 At the same time, the Council is receiving updated taxbase and business rates estimates from district councils, and therefore a full update of the draft business plan will be presented to the Strategy, Resources and Performance Committee in January 2025.

3. Place and Sustainability Directorate Overview

- 3.1 Overall, it is proposed the Place and Sustainability Directorate will receive a £121 million gross budget in 2025-26, including total growth of £11 million. This budget will support continued investment in services the directorate delivers and commissions, including waste disposal, flood risk management, nature and biodiversity management, highways maintenance, road safety, active travel, major infrastructure delivery. Through these services, the Council will further realise the aims of Strategic Framework Ambitions 1, 2 and 6.
- 3.2 The delivery of services by Place and Sustainability takes place against a backdrop of an increasing national focus on the role of local government in achieving the central government's missions to drive economic growth and support the transition to Net Zero. Much of this activity will be delivered in partnership with the Cambridgeshire and Peterborough Combined Authority (CPCA), district councils, the Greater Cambridge Partnership, local business and institutions.
- 3.3 The recently published CPCA 'Shared Ambition' document sets out a framework of 14 joint commitments across these partner organisations to drive economic growth and development across Cambridgeshire and Peterborough until 2050.
- 3.4 The 'Shared Ambition' will support the development of a 'Local Growth Plan' for the region that will be submitted to central government to support the National Industrial Strategy. As such, the directorate will be leading on the production of an Economic Framework for the Council to clarify and confirm its strategic role with partners.

Highways and Transport

- 3.5 The work of the directorate impacts on the lives of everyone living, working, learning and travelling through Cambridgeshire every day. For example, the directorate is responsible for maintaining over 4,600km of carriageway, 2,936km of footways and cycleways, 950 road bridges, 142 pedestrian and cycle bridges, 108,751 gullies and 54,286 streetlights across the county and each year repairs around 60,000 potholes.

- 3.6 The highway network is a key enabler of economic growth and enables places and communities to prosper. This economic growth and development requires management and oversight by the Council. For example, between 2016/17 and 2018/19, streetworks permits and permit change requests slowly increased to approximately 26,000 permit applications and 13,000 permit change requests, then peaked in 2023/24 at approximately 48,000 permit and permit change requests, which is predicted to be the same for this year (2024/25) and next year with the delivery of Building Digital UK's Project Gigabit. There was a slight dip in 2020/21, due to restrictions on works relating to the Covid-19 pandemic.
- 3.7 As such, the directorate expects to increase income by almost £3 million over 2025-26 – 2026-27 through increases in fees and demand for Street Works permits, parking management and for developers accessing Highways Development Control, to ensure the Council is managing the implications that economic growth will have on the highway.
- 3.8 Historic underinvestment has resulted in a significant backlog of repairs and persistent resident concerns about road maintenance. To address these issues, it is proposed that investment of over £56 million is made in relation to highways in 2025-26. To enable this, the proposed Budget and Business Plan includes growth of £3 million in revenue for 2025-26. A further £2m is also included for 2026-27.
- 3.9 This builds on the investment made in 2024/25 which has enabled a total capital programme of £80m for highways and transport. To date, in 2024/25 this programme has delivered the following:
- Capital Maintenance: works are progressing well across a high-volume of schemes with a significant number of projects on track to be delivered within the 2024/25 budget year. So far, 396 projects have been delivered covering structures, roads, drainage, paths and signals workstreams.
 - Complex Infrastructure: Overall work is progressing well for several schemes, including the completion of March Broad Street (Future High Street) and Swaffham Heath crossroads safety project.
 - Delivering Transport Strategy Aims: work is progressing well, key improvements, such as the Fen Ditton footpath improvements, will be completed by January 25, and a Section 106 funded improvement linked to Northstowe is also on track for Q4 delivery in 2024/25.
 - Local Highway Improvements: the previous year's programmes are largely closed out with only four projects from before the 2023/24 round remaining for delivery. 26 remain from the 2023/24 round, with all planned for completion before end of August 2025. Work has also now started on the 2024/25 programme, which was approved by the Committee in October 2024. 44 projects have been completed since the start of this financial year.
 - 20mph Programme: the previous year's programmes are still being closed out with six projects planned for delivery in Quarter 4.

- 3.10 In 2025/26, it is proposed that there will be an additional £20 million of investment in planned capital maintenance.
- 3.11 This additional £20 million in capital spend will be allocated to highway improvements and will target roads, pavements, drainage and flood resilience systems, bridges, safety barriers, traffic signals, public rights of way and cycleways. A revised and more transparent prioritisation process has now been implemented and was approved by the Committee in December 2024. This will ensure this investment is targeted to areas most in need.
- 3.12 Furthermore, £550k is proposed be invested in the redesign of the core highways maintenance and management function to improve the customer experience, responsiveness and performance of this key frontline service. The remaining £450k will be allocated to improve the day-to-day delivery of drainage, flood resilience, tree, vegetation and weed management.
- 3.13 The additional investment is coupled with significant improvement programme in the delivery of highways services which includes the following key workstreams:
- Asset Strategy: A new asset management system was procured in 2024; this will be fully implemented by spring 2025 and will modernise and increase efficiency and effectiveness of asset management activities. The approach to asset investment prioritisation has been significantly enhanced and a new asset and data strategy will be developed in 2025 to further ensure the most effective allocation of resources.
 - Procurement Strategy: Building on strategic analysis already undertaken in 2025 we will introduce and execute a strategy for the procurement of the range of highways and transport services that complement our internal activities. This provides an opportunity to review a wide scope of services and associated contracts and delivery models, to ensure we are achieving best value for the customer.
 - Customer Focused - In 2024 the service undertook significant work to improve correspondence management practises to improve service responsivity. Work will continue in 2025 to improve all aspects of the customer journey to ensure proactive, clear, accessible and readily available information is provided to customers and to ensure the customer is the fundamental consideration at the heart of all service activities.
 - Place Based approach: We are working to ensuring our services are more targeted to the communities they serve and tackling the risk of silo working by better integrating services.
- 3.14 Whilst there is significant investment proposed, the directorate is also focusing on being efficient and effective. In addition, the directorate expects to be able to drive contract efficiencies of approximately £500k by working with its highway's contractors more effectively.
- 3.15 The Council continues to deliver its targets in relation to Net Zero and ensuring it responds to climate change. The directorate has enabled the Council to reduce its direct carbon emissions by 42%. The Council also plans to deliver significant upgrades in the county's electric vehicle charging infrastructure over the coming three years through a multi-million-

pound central government grant, and it is also investing £6 million in streetlighting to cut its own energy costs through the installation of LED bulbs.

3.16 Furthermore, this budget enables resources to continue to be allocated to deliver other strategic priorities relating to Active Travel, Road Safety and Traffic Management. Examples of key projects and initiatives being delivered in these areas include:

- Safer Routes to School and other road safety education initiatives.
- Active Travel scheme delivery and promotion of sustainable transport.
- Management and maintenance of the Councils traffic signals.
- Management of the Busway and Park and Ride.
- Regulation of traffic, and Traffic Management Centre activities.

Heading	2025-26 £000	Comments
Opening gross budget	107,453	
Base adjustments	4,266	Adjustments during previous year's detailed budgeting, relating to gross/income changes or small transfers between directorates
Revised opening gross budget	111,719	
Inflation	4,166	A range of inflationary increases including uplifts to the waste PFI contract and higher land-fill tax burden
Demography and Demand	47	A demography and demand increase for the Coroner Service arising from local population growth
Pressures	676	A range of proposals to offset pressures including increased costs related to income generating council energy projects, as well as National Insurance Contributions
Investments	3,675	A range of proposals are set out in Table 3 at Appendix 1, with a number highlighted referenced in the table below. These build on similar investments made in 2024-25, and will support further improvement in the highways, safety improvements, the road user experience and Active Travel.

Heading	2025-26 £000	Comments
		This also fund the capital financing costs of the £40 million capital investment in highways maintenance
Use of Reserves	2,423	
Savings	-1,692	A range of proposals are set out in Table 3 at Appendix 1, with a number highlighted referenced in the table below. These include redesigning management and service structures, lower energy costs and contracting efficiencies in highways
Closing gross budget	121,014	
Opening income budget	-34,654	
Income base adjustments	-1,410	Adjustments during previous year's detailed budgeting, relating to gross/income changes or small transfers between directorates
Revised opening income budget	-36,064	
Income inflation	-414	
Income generation	-1,884	Income generation from council owned energy projects, as well as increased fees for Highways Development Management and StreetWorks permit applications from third party contractors
Income grant changes	7	
Closing income budget	-38,355	
Closing net budget	82,659	
Total growth	10,987	
Change in gross budget	9,295	
Change in net budget	9,860	
Change in net budget %	13.5%	

Table 4 – Place and Sustainability budget position 2025-26

Proposal and Table reference number	2025-26 £000	2026-27 £000	2027-28 £000	Detail
Highways Investment (Table 3 - C/R.5.135)	3,000	2,000		This investment will support further improvements in the highway and will target roads, pavements, drainage systems, public rights of way and cycleways in poor repair. This would be on top of further investment made in

Proposal and Table reference number	2025-26 £000	2026-27 £000	2027-28 £000	Detail
				2024-25. This will focus on road user safety, active travel and will be based on a planned maintenance approach. This will enable £20 million of capital investment and a further £1 million of revenue investment in 2025-26 onwards, plus £2 million in 2024-25 and a further £2 million in 2025-26 onwards to fund the capital financing costs of the £40 million capital investment in highways maintenance
Street Lighting Savings (Table 3 - C/R.7.221)		-301	72	Capital investment is planned to replace lighting with LED lights that will deliver savings on energy
Contract Efficiencies (Table 3 - C/R.7.236)	-534			Whilst a budget has been allocated for contract inflation, the highways service will work with its contractors to deliver efficiencies to enable the saving to be delivered
Investment for Income (Table 3 - C/R.5.137, C/R.5.138)	331			Proposed investment in the street works team and Highways Development team to enable enhanced income to be generated
Income (Table 3 - C/R.8c.150, C/R.8c.151, C/R.8c.154)	-2,727			Increased income from StreetWorks, highways development control and pricing to enable full cost recovery for existing resident parking schemes

Table 5 – Highlights of proposed Place and Sustainability investments and savings 2025-26 – 2027-28 relating to Highways and Transport

The medium-term financial plan for the services in the remit of this committee is outlined in Table 6 below:

	2025-26 gross to net		Net budget				
£000	Spend	Income	2025-26	2026-27	2027-28	2028-29	2029-30
Executive Director	347	-1,087	-741	-329	50	601	1,017
Infrastructure and Project Delivery	36,646	-9,263	27,383	34,625	35,329	34,919	36,526
Transport and Connectivity	17,206	-18,267	-1,061	-1,176	-1,015	-1,023	-1,029
Total	54,198	-28,618	25,581	33,121	34,364	35,519	36,514

Table 6 – medium-term financial plan

4. Funding

- 4.1 The Council draws its funding from two main sources – government grants and locally generated revenue (predominantly council tax, as well as business rates, and then charging for services).

Government Grants

- 4.2 An additional grant towards highway maintenance is expected to be provided by the government via the CPCA in time for the start of the 2025/26 year. This is estimated to be approximately £8m in value. In discussion with Members, officers will identify how this additional maintenance funding will be best allocated across the Business Plan before it is finalised for consideration by Full Council.
- 4.3 In addition, the following revenue grants are expected for 2025/26, feeding into the Business Plan financial tables:-
- PFI Grant – Streetlighting -£3,944K
 - Bikeability Grant -£260K
 - Public Health Grant -£166K

Fees and charges

- 4.4 The total fees and charges budget for the Place and Sustainability Directorate for 2025-26 is £31.4m. Examples of these fees and charges are charges for highways development management, car parking and permitting.

Car Parking Fees

- 4.5 It is to be noted that tariffs for parking in on-street pay and display bays in the city of Cambridge are proposed to be increased. The on- street car parking account is one of the sources of funding for Highways and Transport management by the Council.

Residents Parking Scheme

- 4.6 Permit fees are increasing to ensure that the schemes cover the full running costs, including back-office, patrolling and enforcement, and to ensure they are cost-neutral to the Council.
- 4.7 In accordance with the Council's scheme of financial management, Executive Directors are responsible for annually reviewing the levels of fees and charges, in consultation with the Section 151 Officer, and presenting a schedule of fees and charges to the relevant service committee. The planned fees and charges within the remit of this committee are attached at Appendix 2.

5. Capital

- 5.1 Table 7 provides a summary of the Capital Programme relevant to this committee.

	Prev Years £m	2025-26 £m	2026-27 £m	2027-28 £m	2028-29 £m	2029-30 £m	Later Yrs £m	Total £m
H&T Capital Programme	87.866	89.260	52.396	29.667	27.667	2.275	17.800	307.211
Proportion of Capital Programme Variation		-24.694	-11.008	-8.969	-8.283	-0.683	-5.349	-58.986
Proportion of Capitalisation of Interest Costs		0.084	0.051					0.135
Total	87.866	64.650	41.439	20.958	19.384	1.592	12.451	248.360

Table 7

- 5.2 Table 8 provides a summary of how this is funded.

Funding	Total funding £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Government Approved Funding								
Department for Transport	122,535	28,301	31,551	26,437	17,308	18,118	820	0
Specific Grants	4,625	267	308	1,310	2,410	150	60	120
Total – Locally Generated Funding	127,160	28,567	31,859	27,747	19,718	18,268	880	120
Locally Generated Funding								
Agreed Developer Contributions	1,299	468	831					
Anticipated Developer Contributions	5,195		678	499	731			3,278
Prudential Borrowing	78,619	35,557	19,916	12,811	208	883	663	8,560
Prudential Borrowing (Repayable)								
Other Contributions	36,087	23,293	11,357	382	301	233	29	493
Total – Locally Generated Funding	121,200	59,318	32,791	13,692	1,240	1,116	712	12,331
TOTAL FUNDING	248,360	87,886	64,650	41,439	20,958	19,384	1,592	12,451

- 5.3 The capital programme for this committee comprises £64.650m of expenditure in 2025-26 and a further £83.373m up to 2030. Full details are provided in tables 4 and 5 in Appendix 1 to this report, but the key areas are summarised in Table 9 below.

Capital Delivery Workstream	25/26 Budget Allocation
Capital Maintenance Programme	£52m
Local Highway Improvements	£1.1m
Delivery Transport Strategy Aims (inc. 20mph projects)	£1.6m
Road Safety	£0.6m
Capital Improvement Programme (inc. Strategic & Complex infrastructure)	£28m
Street Lighting LED Programme	£8.3m

Table 9

- 5.4 Following £20m capital investment in highways maintenance in 2024-25, there is a further capital investment of £20m in both 2025-26 and 2026-27 years being proposed.
- 5.5 In 2025/26, this funding is proposed to be allocated across different asset types including carriageways, drainage and structures as follows:

Asset Type	24/25 £m	25/26 £m
Carriageways (structural and surface treatments)	6.6	8.8
Peat Soil Affected Roads	3	2
Footpaths (structural and surface treatments)	2	1.5
Active Travel Routes	2	1
Drainage	2	3
Structures	1	1
Signals	1	1.5
Road markings & Signage	1.5	0.5
Public Rights of Way	0.5	0.5
Enabling Resources and Technology	0.4	0.2
Totals	20	20

Table 10

6. Significant Implications

Finance implications

- 6.1 The proposals set out the response to the financial context and the need to review our service offer and model to maintain a sustainable budget. The full detail of the financial proposals and impact on budget are outlined in the tables in Appendix 1. Proposals will seek to ensure that we make the most effective use of available resources and are delivering the best possible services given the reduced funding.

Legal implications

- 6.2 The Monitoring Officer considers that the proposals for consultation and decision making on the budget fulfil the statutory requirements set out below with regard to setting the amount of Council Tax for the forthcoming year and to set a balanced budget: • S30 (6) Local Government Finance Act 1992 (the 1992 Act). This section requires that Council Tax must be set before 11 March, in the financial year preceding that for which it is set. • S32 the 1992 Act. This section sets out the calculations to be made in determining the budget requirements, including contingencies and financial reserves. • S33 the 1992 Act. This section requires the Council to set a balanced budget. • S25 (1) Local Governance Act 2003 (the 2003 Act). The Chief Finance Officer of the Authority must report to it on the following matters: - (a) the robustness of the estimates made for the purposes of the calculations; and (b) the adequacy of the proposed financial reserves. • S25 (2) the 2003 Act. When the Council is considering calculations under S32, it must have regard to a report of the Chief Finance Officer concerning the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. The legislation that governs local government will continue to be reviewed across this parliamentary term and the business plan will be kept under review to see if changes are needed as the changes in legislation are made available and clarified. Members will be given separate guidance in relation to their responsibilities in setting the budget.

Risk implications

- 6.3 Services have considered risk in developing the proposals for investment and savings shown in the financial plan and these will be reflected in their usual risk management arrangements. There is a risk that budget proposals will impact on delivery of the Council's Strategic Framework, but this will be monitored, and appropriate action taken. There is a risk that assumptions within these proposals are incorrect. Due diligence has been undertaken, as well as assessment within the reserves to mitigate such risks.

Equality and Diversity implications

- 6.4 The Strategic Framework sets out Cambridgeshire's approach to strengthening the county and how it will interact with its customers and improve access to services and information. It contains specific investment to support vulnerable adults and children in Cambridgeshire. The equalities implications of the long-term strategies already approved were considered as part of the development of those strategies. In order for the Council to fulfil its legal requirements under the Public-Sector Equality Duty, individual Equality Impact Assessments will be done on the delivery plans for the respective budget decisions at the stage when plans for implementation are drawn up. These can be made available to all elected members during the decision-making process so that the full equality implications of proposals are understood, inform final decisions and due regard is paid to the Equality Duty.

6. Source Documents

- 6.1 [Our Future Council – Change Strategy](#)
- 6.2 [Agenda Item 5 \(Business Planning and Budget Setting 2025/26 – 2029/30\)](#)



Section 3: Detailed Finance Tables

Revenue: 2025-30

Capital: 2025-35



Detailed Finance Tables

Introduction

There are five types of finance tables in our Business Plan. Tables 1-3 relate to all directorates for revenue, while only some directorates have tables 4 & 5 showing the capital programme. Tables 1, 2 & 3 show a directorate's revenue budget in different presentations.

- Table 1 shows the combined impact of budget changes on directorates and service budget lines over the five year medium-term.
- Table 2 shows the impact of changes in the first year on each directorate and service budget line.
- Table 3 shows the detailed changes, line-by-line, to each directorate's budget

Tables 4 and 5 outline directorates' capital budget, with Table 4 detailing capital expenditure for individual proposals, and Table 5 showing how individual capital proposals are funded.

Table 1

This presents the net budget split by service budget line for each of the five years of the Business Plan. It also shows the revised opening budget and the gross budget, together with fees, charges and ring-fenced grant income, for 2025-26 split by service budget line. The purpose of this table is to show how the budget for a directorate changes over the period of the Business Plan.

Table 2

This presents additional detail on the net budget for 2025-26 split by service budget line. The purpose of the table is to show how the budget for each line has been constructed: inflation, demography and demand, pressures, investments, savings and income are added to the opening budget to give the closing budget.

Table 3

Table 3 explains in detail the changes to the previous year's budget over the period of the Business Plan, in the form of individual proposals.

The numbers for proposals in table 3 need to be read recurrently – in other words a budget increase in a given year is taken to be permanent (because it adds to the closing budget, which becomes the next year's opening budget). A one-off or temporary budget change is shown with a number that contrasts the original entry. For example a one-off saving of £500k in 2025-26 would show as a -£500k in 2025-26 and a reversing entry of +£500k in 2026-27.

At the top Table 3 takes the previous year's gross budget and then adjusts for proposals, grouped together in sections, covering inflation, demography and demand, pressures, investments and savings to give the new gross budget. The gross budget is reconciled to the net budget in Section 8. Finally, the sources of funding are listed in Section 9. An explanation of each section is given below:

- **Opening Gross Expenditure:**

The amount of money available to spend at the start of the financial year and before any adjustments are made. This reflects the final budget for the previous year.

- **Revised Opening Gross Expenditure:**

Adjustments that are made to the base budget to reflect permanent changes in a directorate. This is often to reflect a transfer of services from one area to another, or budget changes made in-year in the previous year.

- **Inflation:**

Additional budget provided to allow for pressures created by inflation. These inflationary pressures are particular to the activities covered by the directorate, and also cover staffing inflation.

- **Demography and Demand:**

Additional budget provided to allow for pressures created by demography and increased demand. These demographic pressures are particular to the activities covered by the directorate. Demographic changes are backed up by a robust programme to challenge and verify requests for additional budget.

- **Pressures:**

These are specific additional pressures identified that require further budget to support.

- **Priorities & Investments:**

These are proposals where additional budget is provided to support the ambitions and priorities of the council

- **Use of reserves:**

This shows the change in budget for reserves draw-downs, used to fund specific service lines in the main directorate tables, or used to contribute to overall funding in the corporate table (section H). For directorates, these numbers are not necessarily the absolute value of reserves being used, just the budget changes. A list of actual reserves uses can be found in section 2 of the business plan (the medium-term financial strategy).

- **Savings:**

These are savings proposals that indicate services that will be reduced, stopped or delivered differently to reduce the costs of the service. They could be one-off entries or span several years.

- **Total Gross Expenditure:**

The newly calculated gross budget allocated to the directorate after allowing for all the changes indicated above. This becomes the Opening Gross Expenditure for the following year.

- **Income:**

This lists the fees, charges and grants that offset the directorate's gross budget. The section starts with the carried forward figure from the previous year and then lists changes applicable in the current year.

- **Total Net Expenditure:**

The net budget for the directorate after deducting fees, charges and ring-fenced grants from the gross budget.

- **Funding Sources:**

How the gross budget is funded – funding sources include cash limit funding (central funding from Council Tax, business rates and government grants), fees and charges, and individually listed ring-fenced grants.

Table 4

This presents a directorate's capital schemes, across the ten-year period of the capital programme. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table. The third table identifies the funding sources used to fund the programme. These sources include prudential borrowing, which has a revenue impact for the Council.

Table 5

Table 5 lists a capital scheme and shows how each scheme is funded. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table.

Note that there may be small rounding differences between tables that show the same gross, income and net budget information.

Section 3 - C: Place and Sustainability

Table 1: Revenue - Summary of Net Budget by Service Line

Budget Period: 2025-26 to 2029-30

Net Revised Opening Budget 2024-25 £000	Policy Line	Gross Budget 2025-26 £000	Income Budget 2025-26 £000	Net Budget 2025-26 £000	Net Budget 2026-27 £000	Net Budget 2027-28 £000	Net Budget 2028-29 £000	Net Budget 2029-30 £000
-1,061	Executive Director							
241	Executive Director: Place and Sustainability	-79	-1,087	-1,167	-1,195	-1,272	-1,192	-1,263
	Staffing Inflation - P&S	426	-	426	866	1,322	1,792	2,280
-820	Subtotal Executive Director	347	-1,087	-741	-329	50	601	1,017
	Highways and Transport							
	<i>Infrastructure and Project Delivery</i>							
11,037	Local Highway Maintenance	14,375	-146	14,229	20,024	20,440	20,822	21,269
936	Asset Strategy, Data and Mapping	1,428	-454	974	980	990	998	1,009
3,262	Winter Maintenance	3,356	-	3,356	3,435	3,549	3,654	3,777
371	Project Delivery	253	-68	185	185	185	185	185
9,071	Street Lighting	12,220	-4,066	8,154	8,379	8,649	8,895	9,103
-399	Energy Services - Specialist Energy Projects	5,013	-4,529	484	1,621	1,516	1,387	1,183
	<i>Transport and Connectivity</i>							
116	Traffic Management	3,774	-4,229	-455	-386	-401	-419	-436
489	Road Safety	1,072	-623	449	448	446	444	442
426	Transport Strategy	662	-224	438	438	604	604	604
147	Highways Development Management	2,917	-4,659	-1,741	-1,941	-1,941	-1,941	-1,941
305	Park and Ride and Busway	1,241	-923	318	335	347	359	371
-	Parking Enforcement	7,539	-7,609	-70	-70	-70	-70	-70
25,760	Subtotal Highways and Transport	53,852	-27,530	26,321	33,450	34,314	34,919	35,497
	Environment, Planning and Economy							
906	Planning	1,337	-417	920	912	903	793	785
1,002	Natural and Historic Environment	2,094	-1,069	1,025	1,024	1,021	1,019	1,016
46,250	Waste Management	57,159	-4,502	52,658	51,467	48,710	49,583	50,478
239	Economy and Climate Change	475	-221	254	251	247	243	240
48,397	Subtotal Environment, Planning and Economy	61,065	-6,208	54,857	53,654	50,881	51,637	52,519
	Regulatory Services							
-688	Registration and Citizenship Services	1,342	-2,175	-833	-927	-1,035	-1,148	-1,263
2,294	Coroners	3,529	-1,232	2,297	2,394	2,489	2,548	2,609

Section 3 - C: Place and Sustainability

Table 1: Revenue - Summary of Net Budget by Service Line
Budget Period: 2025-26 to 2029-30

Net Revised Opening Budget 2024-25 £000	Policy Line	Gross Budget 2025-26 £000	Income Budget 2025-26 £000	Net Budget 2025-26 £000	Net Budget 2026-27 £000	Net Budget 2027-28 £000	Net Budget 2028-29 £000	Net Budget 2029-30 £000
713	Trading Standards	881	-124	757	874	906	939	973
2,318	Subtotal Regulatory Services	5,751	-3,531	2,221	2,342	2,360	2,339	2,319
75,655	Place and Sustainability Budget Total	121,015	-38,356	82,659	89,117	87,604	89,495	91,352

Section 3 - C: Place and Sustainability

Table 2: Revenue - Net Budget Changes by Service Line

Budget Period: 2025-26

Policy Line	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Priorities & Investments £000	Use of Reserves £000	Savings £000	Income Changes £000	Net Budget £000
Executive Director									
Executive Director: Place and Sustainability	-1,061	-14	-	4	-	-	-309	213	-1,167
Staffing Inflation - P&S	241	185	-	-	-	-	-	-	426
Subtotal Executive Director	-820	170	-	4	-	-	-309	213	-741
Highways and Transport									
<i>Infrastructure and Project Delivery</i>									
Local Highway Maintenance	11,037	489	-	287	3,000	-	-584	-	14,229
Asset Strategy, Data and Mapping	936	19	-	19	-	-	-	-	974
Winter Maintenance	3,262	94	-	-	-	-	-	-	3,356
Project Delivery	371	-	-	14	-	-	-200	-	185
Street Lighting	9,071	-539	-	4	-	-	-382	-	8,154
Energy Services - Specialist Energy Projects	-399	8	-	137	36	-	-	703	484
<i>Transport and Connectivity</i>									
Traffic Management	116	-161	-	26	226	-	-	-662	-455
Road Safety	489	-2	-	15	-	-	-50	-2	449
Transport Strategy	426	0	-	15	-	-	-	-3	438
Highways Development Management	147	-	-	2	105	-	-	-1,995	-1,741
Park and Ride and Busway	305	10	-	3	-	-	-	-	318
Parking Enforcement	-	-	-	-	-	-	-	-70	-70
Subtotal Highways and Transport	25,760	-81	-	522	3,367	-	-1,217	-2,029	26,321
Environment, Planning and Economy									
Planning	906	-7	-	31	-	-	-	-10	920
Natural and Historic Environment	1,002	-1	-	25	-	-	-	-	1,025
Waste Management	46,250	3,662	-	14	-	2,731	-	-	52,658
Economy and Climate Change	239	-3	-	18	308	-308	-	-	254
Subtotal Environment, Planning and Economy	48,397	3,651	-	88	308	2,423	-	-10	54,857
Regulatory Services									
Registration and Citizenship Services	-688	-43	-	26	-	-	-79	-49	-833
Coroners	2,294	8	47	36	-	-	-87	-	2,297
Trading Standards	713	46	-	-	-	-	-	-2	757
Subtotal Regulatory Services	2,318	11	47	62	-	-	-166	-51	2,221
Place and Sustainability Budget Total	75,655	3,751	47	676	3,675	2,423	-1,692	-1,877	82,659

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
1	OPENING GROSS EXPENDITURE	107,453	121,014	127,911	126,569	128,780	
C/R.1.001	Base Adjustment	1,221	-	-	-	-	- Adjustments made to the expenditure budget as part of budget preparation for 2024-25
C/R.1.002	Permanent Virement - PVs	1,290	-	-	-	-	- Budget movements in 2024-25 reflected in the base
C/R.1.004	Capital financing budget adjustment	1,755	-	-	-	-	- Adjustment to the capital financing recharge for energy schemes, offset by change in the capital financing budget
1.99	REVISED OPENING GROSS EXPENDITURE	111,719	121,014	127,911	126,569	128,780	
2	INFLATION						
C/R.2.001	P&S General Inflation	519	531	576	546	577	General Inflation for the directorate in addition to the specific inflation listed below calculated for other budgets not separately listed
C/R.2.002	Electricity Inflation	-805	564	73	75	76	Inflation for electricity based on a council -wide assumption for all utility costs
C/R.2.003	Highways Contract Inflation	534	306	443	408	477	The main Highways Contract allows for the price to be increased on an annual basis by inflation
C/R.2.004	Staff pay inflation	426	440	455	471	487	Assumed 3.5% increase per annum.
C/R.2.005	Land Fill Tax Inflation	2,678	413	413	-	-	Government is increasing landfill tax by over 20% in 2025-26, which substantially increases the cost of waste disposal. An assumption of 3.5% has been applied for the following years..
C/R.2.006	PFI Waste Contract Inflation	1,055	713	731	749	768	The Waste PFI contract allows for the price to be increased by inflation which is therefore included in the budget for 25/26 onwards, primarily driven by RPI
C/R.2.007	2024-25 Staff pay inflation upside	-241	-	-	-	-	Reduction in inflation due to 2024-25 budgeted P&S staff pay inflation being more than the agreed pay award.
2.99	Subtotal Inflation	4,166	2,967	2,691	2,249	2,385	

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
3	DEMOGRAPHY AND DEMAND						
C/R.3.001	Coroner Service - Pathologist demand referrals	47	51	51	51	51	The demand for Coroner Services is expected to continue to rise due to the increasing population size and increases number of complex cases to be investigated.
3.99	Subtotal Demography and Demand	47	51	51	51	51	
4	PRESSURES						
C/R.4.012	Waste disposal costs due to enhanced environmental requirements	-	-2,438	-850	-	-	The enhanced environmental requirements for the disposal of waste through the Waste PFI contract means that the cost of waste disposal is now higher than originally budgeted for.
C/R.4.022	Swaffham Prior Community Heat Scheme - operating costs	107	11	-	7	2	The Council has built a community heat scheme using ground source and air source heat pumps to provide renewable heat to homes and buildings in Swaffham Prior and cut carbon emissions. Capital Project reference C/C.5.013. These are the expected increases in the operating costs for the project.
C/R.4.023	Babraham Smart Energy Grid - operating costs	19	22	-37	9	8	The scheme is a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C.5.015. These are the expected increases in the operating costs.
C/R.4.024	St Ives Smart Energy Grid - operating costs	1	13	-13	10	9	This scheme is a Smart Energy Grid at the St Ives Park & Ride site. These are the expected increases in the operating costs.
C/R.4.026	North Angle Solar Farm, Soham - operating costs	10	10	-34	-3	11	This scheme is a solar farm on an area of approximately 200 acres of Rural Estate property in Soham. Capital project reference C/C.5.019. These are the expected increases in the operating costs for the project.
C/R.4.034	PFI streetlighting contractual energy adjustment	-9	-42	-	-	-	This is a small adjustment as the number of street lighting columns has reduced to be managed through the contract.
C/R.4.052	Minerals and Waste Local Plan review	-	-	-	-100	-	There is a £100k per annum from 24/25 to 27/28 built in the budget to enable a Minerals Waste Local Plan to be produced.

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.4.053	Trading Standards	-	87	-	-		A pressure is expected in the trading standards service following contract inflation in recent years being higher than allowed for. It is expected that this can be managed in 2025-26 but will need adjusting for in 2026-27
C/R.4.054	Materials Recycling Facility revised saving	250	-	-	-		A saving was budgeted for in the previous business plan through increased recycling of highways materials. Following further work, this has been identified as mostly undeliverable, and so is proposed for removal.
C/R.4.055	National Insurance changes	298	-	-	-		- Expected P&S staffing cost increase due to planned NI rate and threshold changes.
4.99	Subtotal Pressures	676	-2,337	-934	-77	30	
5	PRIORITIES AND INVESTMENTS						
C/R.5.115	St Ives Smart Energy Grid - Interest Costs	-5	-5	-5	-6	-6	The Council has a Smart Energy Grid at St Ives Park & Ride site. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
C/R.5.116	Babraham Smart Energy Grid - Interest Costs	-5	-4	-4	-5	-5	The Council has a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C.5.015. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
C/R.5.119	Swaffham Prior Community Heat Scheme - Interest Costs	-5	-4	-5	-4	-4	These are the expected borrowing costs associated with the scheme, to be repaid using income from the sale of renewable energy to homeowners and the sale of carbon credits. Capital project reference C/C.5.013
C/R.5.121	North Angle Solar Farm, Soham - Interest Costs	51	1,050	-38	-38	-38	The scheme is a solar park facility at North Angle Farm, Soham, capital project reference C/C.5.019. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
C/R.5.133	Climate Change and Net Zero Programme Phase 2	57	-456	-	-		Additional funding is proposed to be allocated (following on from 2024-25) from the Just Transition Fund to support delivery of the Climate Change and Environment Strategy in relation to Carbon Reduction and Biodiversity

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.5.135	Investment in highways including footpaths, roads, drainage, lighting, signals, signage, lining and structures	3,000	2,000	-	-		The investments of £3m in 2025-26 and £2m in 2026-27 will support further improvements in the highway will target roads, pavements and cycleways in poor repair, making improvements for road users, businesses and communities. This is on top of further to a similar investment made in 2024-25. This will be focusing on improving safety, the road user experience and supporting active travel. £1m new revenue investment was made in 24/25 and a further £1m in 25/26 onwards, plus £2m in 24/25 and a further £2m in 25/26 onwards to fund the capital financing costs of the £40m capital investment in Highways maintenance. Linked to capital proposal C/C.3.025.
C/R.5.136	Climate Change and Net Zero - Enabling Net Zero Programme	251	-161	-90	-		Planned phasing for delivery of previously agreed prioritisation of funding for the enabling net zero programme
C/R.5.137	Streetworks - Investment to achieve additional income	226	-	-	-		Investment in the street works team to improve the customer service by the team and increase income to (see C/R.8c.150)
C/R.5.138	Highways Development Management - investment to achieve additional income	105	-	-	-		Additional investment required to achieve income in Highways Development Management (see C/R.8c.151)
5.99	Subtotal Priorities & Investments	3,675	2,420	-142	-53	-53	
6	USE OF RESERVES						
C/R.6.134	Climate Change and Net Zero - Just Transition funding	-57	456	-	-		Just Transition Fund funding for Climate Change and Net Zero Programme Phase 2 was added in the 2024-25 budget. The reserve drawdown totals £456k with £399k being drawn down in 2024-25 and £57k in 2025-26. This is then fully unwound in 2026-27.
C/R.6.135	Climate Change and Net Zero - Enabling Net Zero Funding	-251	161	90	-		Reserves funding linked to C/R.5.136. This is a new reserves movement for 2025-26. The total drawdown is £251k in 2025-26 and £161k is then unwound in 2026-27 and £90k in 2027-28.
C/R.6.136	Waste disposal costs due to enhanced environmental requirements - Transfer from Reserves	2,731	-	-	-		Backing out of reserves applied in 2024/25 re C/R.4.012. The total drawn down in 2024-25 was £2,731k.
6.99	Subtotal Use of Reserves	2,423	617	90	-	-	

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
7	SAVINGS						
C/R.7.060	Reversal of Capitalisation of highways investment	-	3,500	-	-	-	Planned return to revenue of the budget which was previously capitalised in the 2022 business plan.
C/R.7.221	Street lighting energy savings	-	-301	72	41	-	Capital investment has been made for an LED replacement programme that will save on energy costs
C/R.7.231	Management efficiencies	-175	-	-	-	-	A new senior management structure for the directorate is in place
C/R.7.232	Review financing strategy for Local Highways Initiatives	-200	-	-	-	-	This is a proposal to capitalise the existing £200k of revenue funding allocated yearly to the LHI programme. This £200k of funding would instead be allocated from highways capital programme.
C/R.7.233	Coroners - local authority funerals	-5	-	-	-	-	Saving on local authority funeral expenditure by discharging the council's responsibility more quickly.
C/R.7.234	Registration - reducing establishment	-37	-	-	-	-	Realignment of resourcing requirement following legislative landscape change.
C/R.7.235	Coroners - reducing establishment	-20	-20	-	-	-	Realignment of resourcing requirement following legislative change
C/R.7.236	Absorb Highways Contract Inflation	-534	-	-	-	-	The main highways contract always for a price increase in line with inflation. However, the highways service will work with the contractor to identify efficiencies across all works and services delivered to the same level as this amount to deliver a saving.
C/R.7.237	Directorate Service Review	-295	-	-	-	-	Service Directors have completed a full review of all budgets and have identified further savings by redesigning and reconfiguring a number of services.
C/R.7.238	Waste Strategy and Disposal Arrangements	-	-	-3,170	-	-	The council is reviewing the long-term strategic approach to its waste disposal arrangements in light of current and emerging legislative changes. It is anticipated that a significant saving can be delivered by changing the model for the disposal of waste. Delivery of this saving is subject to further decision making by the council.

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.7.239	Business support review	-100	-	-	-	-	- Efficiencies within business support arrangements will be identified within the directorate
C/R.7.240	Energy inflation 2024-25 adjustment	-326	-	-	-	-	- Actual prices for energy were lower in 2024-25 than budgeted for; this line adjusts for that.
7.99	Subtotal Savings	-1,692	3,179	-3,098	41	-	
	TOTAL GROSS EXPENDITURE	121,014	127,911	126,569	128,780	131,193	
8	INCOME						
	Opening Income Budget	-34,654	-38,355	-38,793	-38,964	-39,284	
C/R.8a.001	Income Base Adjustments	-1,221	-	-	-	-	- Adjustments to income budgets made in 2024-25 during the budget preparation period, in line with officer delegations
C/R.8a.002	Permanent Income Virements - PVs	-189	-	-	-	-	- Permanent income budget changes made in 2024-25 reflected in the base, in line with officer delegations and/or committee decisions in 2024-25
8a.99	Revised opening income budget	-36,064	-38,355	-38,793	-38,964	-39,284	
C/R.8b.002	Fees and charges inflation	-414	-218	-256	-265	-266	Increase in external charges to reflect inflationary increases
8b.99	Subtotal Income - inflation	-414	-218	-256	-265	-266	
C/R.8c.102	Review and re-baselining of P&S income	210	-50	-50	100	-50	Ensuring our income budgets match expected income
C/R.8c.128	St Ives Smart Energy Grid - Income Generation	-73	15	8	7	-12	This is the revenue expected to be generated from the Smart Energy Grid at St Ives Park & Ride site, through the sale of energy to customers.
C/R.8c.129	Babraham Smart Energy Grid - Income Generation	-85	-10	3	-55	-95	The Council is building a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C.5.015. This is the expected revenue generation from selling electricity to customers.

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.8c.132	Swaffham Prior Community Heat Scheme - Income Generation	355	13	-3	6	-33	Swaffham Prior Community Heating Scheme will generate income from clean heat sales to customers and income from renewable heat incentive. Capital scheme reference C/C.5.013.
C/R.8c.133	North Angle Solar Farm, Soham - Income Generation	506	20	20	-59	-45	The scheme is a solar farm on an area of approximately 200 acres of Rural Estate property in Soham. This is the revenue expected to be generated from selling electricity to the national grid. Capital scheme reference C/C.5.019.
C/R.8c.134	Income from the Light Blue Fibre Ltd	-	11	-8	-	-	Joint venture with the University of Cambridge to produce a commercial income from digital infrastructure assets.
C/R.8c.140	Recharge for shared regulatory services with Peterborough City Council	-46	-44	-51	-54	-55	A recharge is made to Peterborough City Council for the cost of these services, which is increased in line with inflation.
C/R.8c.141	Registration - Ceremony Refunds	-3	-2	-	-	-	- Partial backing out of the 24/25 £25K income adjustment re ceremony refunds
C/R.8c.145	Planning Performance income / Pre-application income	-10	-	-	-	-	- Increase of pre-application charges and additional service level agreement (SLA) income.
C/R.8c.147	Connecting Cambridgeshire - additional funding	-11	27	-	-	-	- Funding to cover overhead and staffing costs
C/R.8c.150	Streetworks Income review - Permits and Licensing Team consolidation	-662	-	-	-	-	- Increased income through streetworks application which are forecast to increase in 25/26
C/R.8c.151	Highways Development Management - additional income	-1,995	-200	-	-	-	Fees are levied on developers for agreements issued under the Highway Act and such fees finance the HDM team in its entirety. While HDM revenue is dependent on external development, the available evidence indicates that growth in Cambridgeshire is expected to continue at a steady rate in the immediate future with revenue levels forecast to fall in the £2.4m to £5.4m range. This is offset against an operating cost of circa £1.4m
C/R.8c.154	Residents charges (full cost recovery)	-70	-	-	-	-	A review is being undertaken in relation to all resident parking schemes in the County. A review of prices is included in this review and any proposed changes will be subject to separate consultation.
8c.99	Subtotal Income - generation	-1,884	-220	-81	-55	-290	

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.8d.202	Change in Public Health Grant	7	-	166	-	-	Change in ring-fenced Public Health grant, including reflecting expected treatment as a corporate grant from 2025-26, due to anticipated removal of ring-fence.
8d.99	Subtotal Income - grant changes	7	-	166	-	-	
	Closing Income Budget	-38,355	-38,793	-38,964	-39,284	-39,840	
	TOTAL NET EXPENDITURE	82,659	89,118	87,605	89,496	91,353	

FUNDING SOURCES							
9	FUNDING OF GROSS EXPENDITURE						
C/R.9.001	Budget Allocation	-82,659	-89,118	-87,605	-89,496	-91,353	Net spend funded from general grants, business rates and Council Tax.
C/R.9.002	Fees & Charges	-31,415	-31,853	-32,190	-32,510	-33,066	Fees and charges for the provision of services.
C/R.9.003	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	PFI Grant from DfT for the life of the project.
C/R.9.004	PFI Grant - Waste	-2,570	-2,570	-2,570	-2,570	-2,570	PFI Grant from DEFRA for the life of the project.
C/R.9.005	Bikeability Grant	-260	-260	-260	-260	-260	DfT funding for the Bikeability cycle training programme.
C/R.9.006	Public Health Grant	-166	-166	-	-	-	Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.
9.99	TOTAL FUNDING OF GROSS EXPENDITURE	-121,014	-127,911	-126,569	-128,780	-131,193	

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.1	Integrated Transport										
C/C.1.002	Air Quality Monitoring	Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the county.	Ongoing	125	-	25	25	25	25	25	-
C/C.1.011	Local Infrastructure improvements	Provision of the Local Highway Improvement Initiative across the county, providing accessibility works such as disabled parking bays and provision of improvements to the Public Rights of Way network.	Ongoing	3,956	-	1,001	985	985	985	-	-
C/C.1.012	Safety Schemes	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.	Ongoing	2,904	-	1,104	600	600	600	-	-
C/C.1.012c	Safety Schemes - Puddock Road	The 2.5km single-track stretch of Puddock Road heading south from Forty Foot Bank has seen 4 fatal incidents between 2016 and 2020 where a vehicle left the road and entered the adjacent watercourse. The Puddock Road Safety Scheme will make a number of improvements to reduce risk of accident including: reduction in speed limit and potential access restriction.	Committed	900	625	275	-	-	-	-	-
C/C.1.015	Strategy and Scheme Development work	Resources to support Transport & Infrastructure strategy and related work across the county, including long term strategies and District and Market Town Transport Strategies, as well as funding towards scheme development work.	Ongoing	2,725	545	545	545	545	545	-	-
C/C.1.019	Delivering the Transport Strategy Aims	Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth.	Ongoing	6,393	-	1,793	1,150	1,150	1,150	1,150	-
C/C.1.020	Bar Hill to Northstowe cycle route	Bar Hill to Longstanton cycle route.	Committed	645	645	-	-	-	-	-	-

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.1.021	A14 - Local Authority contribution	CCC's £26m funding agreement with Department for Transport for the A14 upgrade.	Committed	26,000	3,120	1,040	1,040	1,040	1,040	1,040	17,680
C/C.1.024	Dry Drayton to A1307 link cycle route	Provision of a non-motorised user (NMU) cycle route, linking up the village of Dry Drayton with the NMU routes alongside the new stretch of the A1307.	Committed	700	16	84	600	-	-	-	-
	Total - Integrated Transport			44,348	4,951	5,867	4,945	4,345	4,345	2,215	17,680
C/C.2	Operating the Network										
C/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Allows the highway network throughout the county to be maintained. With the significant backlog of works to our highways well documented, this fund is crucial in ensuring that we are able to maintain our transport links.	Ongoing	30,727	-	8,695	7,344	7,344	7,344	-	-
C/C.2.002	Rights of Way	Allows improvements to our Rights of Way network which provides an important local link in our transport network for communities.	Ongoing	940	-	235	235	235	235	-	-
C/C.2.004	Bridge strengthening	Bridges form a vital part of the transport network. With many structures to maintain across the county it is important that we continue to ensure that the overall transport network can operate and our bridges are maintained.	Ongoing	9,037	-	2,623	2,138	2,138	2,138	-	-
C/C.2.005	Traffic Signal Replacement	Traffic signals are a vital part of managing traffic throughout the county. Many signals require to be upgraded to help improve traffic flow and ensure that all road users are able to safely use the transport network.	Ongoing	2,836	-	709	709	709	709	-	-

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.2.006	Traffic Management Centre	The Traffic Management Centre collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the Traffic Management Centre provides information to ensure that the impact on our transport network is mitigated and managed.	Ongoing	842	174	167	167	167	167	-	-
	Total - Operating the Network			44,382	174	12,429	10,593	10,593	10,593	-	-
C/C.3	Highways & Transport										
C/C.3.002	Footpaths and Pavements	Additional funding for surface treatments, such as footway repairs, and deeper treatments, including resurfacing and reconstruction.	Ongoing	16,000	-	4,000	4,000	4,000	4,000	-	-
C/C.3.004	Pothole Funding	Additional funding for Potholes.	Ongoing	40,985	23,669	4,329	4,329	4,329	4,329	-	-
C/C.3.009	Wheatsheaf Crossroads	Scheme to deliver traffic signals at the Wheatsheaf Crossroads, Bluntisham.	Committed	6,845	961	5,884	-	-	-	-	-
C/C.3.010	St Neots Future High Street Fund	St Neots Future High Street Fund.	Committed	7,905	5,079	2,826	-	-	-	-	-
C/C.3.011	March Future High Street Fund	March Future High Street Fund.	Committed	7,901	7,887	14	-	-	-	-	-
C/C.3.014	St Ives local improvements	Delivery of St Ives local improvement schemes.	Committed	2,428	1,185	1,243	-	-	-	-	-
C/C.3.015	A141 and St Ives Improvements Scheme	Funding is being provided by the CPCA to CCC for the delivery of the Outline Business Case to further investigate and develop options for improvements to the A141 in the area of St Ives.	Committed	6,000	2,216	3,784	-	-	-	-	-
C/C.3.016	A10 Ely to A14 Improvement Scheme	Funding is being provided by the CPCA to CCC for the delivery of the Outline Business Case to further investigate and develop options for improvements to the A10 between Ely and A14.	Committed	4,000	2,473	1,527	-	-	-	-	-
C/C.3.017	A14 De-trunking	Funding allocated to fund the ongoing costs of the former parts of the A14.	Committed	24,750	6,262	6,488	4,000	4,000	4,000	-	-
C/C.3.018	Street Lighting LED	Scheme to reduce street lighting energy costs.	Committed	13,283	4,330	5,984	2,969	-	-	-	-

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
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2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.3.022	Witchford A10 NMU	Improvements in Witchford to Ely crossing of A10.	Committed	550	230	320	-	-	-	-	-
C/C.3.023	Southern Busway Widening	Improvements to the southern section of the Cambridgeshire Guided Busway.	Committed	2,891	1,242	1,649	-	-	-	-	-
C/C.3.024	Soham-Wicken travel link	Active travel link between Wicken and Soham for non-motorised users.	Committed	1,230	367	863	-	-	-	-	-
C/C.3.025	Further Highways Prioritisation	<p>Prioritisation of resources to target assets in poor repair directly affecting road user safety, improving road user experience, and targeting assets that support active travel. Carriageway preventative treatments to reduce need for more costly interventions in future years for the roads treated. Indicative plans for investment:</p> <p>Preventative and planned carriageway maintenance and Improvements Yr 1: £6.6m, Yr 2: £8.8m Improvement to soil affected roads Yr 1: £3m, Yr 2: £2m</p> <p>Preventative and planned footways maintenance and improvement Yr 1: £2m, Yr 2 £1.5m</p> <p>Preventative and planned cycleways maintenance and improvement Yr 1: £2m, Yr 2 £1m</p> <p>Road marking and signage improvements for network safety Yr 1: £1.5m, Yr 2: £0.5m</p> <p>Drainage system capacity improvements to reduce road flooding Yr 1: £2m, Yr 2: £3m</p> <p>Public rights of way improvements to support active travel and leisure access to nature Yr 1: £0.5m, Yr 2: £0.5m</p> <p>Traffic management signal technology improvement Yr 1: £1m, Yr 2: £1.5m</p> <p>Structures maintenance Yr 1: £1m, Yr 2: £1m</p> <p>Enabling resources and intelligence Yr 1: £0.4m, Yr 2: £0.2m</p>	Committed	60,000	20,000	20,000	20,000	-	-	-	-

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.3.026	Additional highways maintenance allocation	Additional highways maintenance work funded by reallocated funds from HS2.	Committed	4,728	4,288	440	-	-	-	-	-
C/C.3.028	Guided Busway step survey and works	Step surveys along the length of the Guided Busway and resultant works	Committed	1,250	250	250	250	250	250	-	-
C/C.3.029	March Area Transport Study Phase 2	Proposal to progress three schemes for which works have been undertaken under the March Area Transport Study (MATS) utilising a proposed £7m allocation by the Combined Peterborough and Cambridgeshire Authority (CPCA) under its Medium Term Financial Plan. Two schemes will be constructed and one scheme will be progressed to FBC3 and Detail Design.	Committed	7,000	400	6,600	-	-	-	-	-
C/C.3.030	Active Travel 4	Active Travel 4 programme including 5 schemes to improve active travel in Cambridgeshire	Committed	1,192	1,088	104	-	-	-	-	-
C/C.3.031	CPCA Local Electric Vehicle Infrastructure funding	The project is to deliver Public EV charging infrastructure to enable people who do not have off road parking / ability to charge a vehicle at home to switch to EV.	2025-26	4,582	224	308	1,310	2,410	150	60	120
C/C.3.032	Highways maintenance capital	Additional highways maintenance budget	2025-26	3,500	-	3,500	-	-	-	-	-
C/C.3.033	Northstowe Capital Transport Monitoring Measures	Scheme for traffic calming measures in Northstowe's surrounding villages.	Committed	361	30	331	-	-	-	-	-
C/C.3.034	Active Travel 4 Plus	Active Travel 4 plus programme including 3 schemes to improve active travel in Cambridgeshire	Committed	1,100	580	520	-	-	-	-	-
	Total - Highways & Transport			218,481	82,761	70,964	36,858	14,989	12,729	60	120

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.4	Planning Growth and Environment										
C/C.4.002	Waste – Household Recycling Centre (HRC) Improvements	To deliver Household Recycling Centre (HRC) improvements by acquiring appropriate sites, gaining planning permission, designing and building new or upgraded facilities. New facilities are proposed in the Greater Cambridge area and in March where planning permissions for the existing sites are due to expire. Capital works are required to maintain/upgrade other HRCs in the network as population growth places additional pressure on the existing facilities.	Committed	8,693	4,514	4,112	67	-	-	-	-
C/C.4.005	Waste	We will bring forward proposals for investment into waste management in order to ensure environmental standards are met and to secure value for money for taxpayers, links to timing of revenue proposals shown in table 3	2025-26	36,650	-	7,325	29,325	-	-	-	-
	Total - Planning Growth and Environment			45,343	4,514	11,437	29,392	-	-	-	-
C/C.5	Climate Change & Energy Service										
C/C.5.013	Swaffham Prior Community Heat Scheme	A ground breaking scheme enabling the residents of Swaffham Prior to decarbonise their heating and hot water. The project comprises an energy centre located at Goodwin Farm supplying heat via a network of underground pipes that runs through the village connecting to homes and businesses.	Committed	14,170	10,964	1,803	1,403	-	-	-	-
C/C.5.014	Smart Energy Grid Demonstrator Scheme at the St Ives Park & Ride	Solar panels installed to the St Ives Park & Ride facility to generate income and carbon savings through EV chargers and direct sale to the grid/PPA customers.	Committed	5,686	5,578	54	54	-	-	-	-

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.5.015	Babraham Smart Energy Grid	This project at Babraham for a renewable energy scheme has built on the skills and experience developed in the St Ives project to replicate on other Park and Ride sites. The project is now nearing completion.	Committed	9,299	9,019	280	-	-	-	-	-
C/C.5.019	North Angle Solar Farm	40 MW Solar Farm located at North Angle, to sell directly to the grid and provide energy to the local Swaffham Prior	Committed	32,649	31,833	816	-	-	-	-	-
C/C.5.021a	Decarbonisation Fund - School low carbon heating programme	School low carbon heating element of the decarbonisation fund	Committed	3,904	3,223	681	-	-	-	-	-
C/C.5.023	Oil Dependency Fund	Provision of financial support for oil dependent schools and communities to come off oil and onto renewable sources of energy. The initial investment of £500k will be paid back through business case investments into heat infrastructure.	Committed	500	171	95	234	-	-	-	-
	Total - Climate Change & Energy Service			66,208	60,788	3,729	1,691	-	-	-	-
C/C.7	Capital Programme Variation										
C/C.7.001	Variation Budget	The Council includes a service allowance for likely Capital Programme slippage, as it can sometimes be difficult to allocate this to individual schemes due to unforeseen circumstances. This budget is continuously under review, taking into account recent trends on slippage on a service by service basis.	Ongoing	-79,673	-	-31,328	-25,044	-8,978	-8,300	-683	-5,340
C/C.7.002	Capitalisation of Interest Costs	The capitalisation of borrowing costs helps to better reflect the costs of undertaking a capital project. Although this budget is initially held on a service basis, the funding will ultimately be moved to the appropriate schemes once exact figures have been calculated each year.	Ongoing	168	-	117	51	-	-	-	-
	Total - Capital Programme Variation			-79,505	-	-31,211	-24,993	-8,978	-8,300	-683	-5,340
	TOTAL BUDGET			339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

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Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date					Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing					37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes					256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts					44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET					339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
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Funding				Total Funding £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Government Approved Funding											
Department for Transport				122,535	28,301	31,551	26,437	17,308	18,118	820	-
Specific Grants				7,272	2,914	308	1,310	2,410	150	60	120
Total - Government Approved Funding				129,807	31,215	31,859	27,747	19,718	18,268	880	120
Locally Generated Funding											
Agreed Developer Contributions				1,734	903	831	-	-	-	-	-
Anticipated Developer Contributions				5,195	-	687	499	731	-	-	3,278
Prudential Borrowing				165,605	97,221	28,192	29,858	208	883	683	8,560
Prudential Borrowing (Repayable)				226	556	273	-43	-43	-43	-29	-445
Other Contributions				36,690	23,293	11,373	425	335	259	58	947
Total - Locally Generated Funding				209,450	121,973	41,356	30,739	1,231	1,099	712	12,340
TOTAL FUNDING				339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

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Table 5: Capital Programme - Funding

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
Ongoing	37,965	91,357	-2,505	-8,807	-	-42,080
Committed Schemes	256,560	33,868	1,734	45,497	-	175,461
Completed Schemes	-	-	-	-	-	-
2025-2026 Starts	44,732	4,582	7,700	-	-	32,450
TOTAL BUDGET	339,257	129,807	6,929	36,690	-	165,831

Ref	Scheme	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.1	Integrated Transport							
C/C.1.002	Air Quality Monitoring	Ongoing	125	125	-	-	-	-
C/C.1.011	Local Infrastructure improvements	Ongoing	3,956	3,596	-	360	-	-
C/C.1.012	Safety Schemes	Ongoing	2,904	2,904	-	-	-	-
C/C.1.012c	Safety Schemes - Puddock Road	Committed	900	900	-	-	-	-
C/C.1.015	Strategy and Scheme Development work	Ongoing	2,725	2,725	-	-	-	-
C/C.1.019	Delivering the Transport Strategy Aims	Ongoing	6,393	6,393	-	-	-	-
C/C.1.020	Bar Hill to Northstowe cycle route	Committed	645	43	430	-	-	172
C/C.1.021	A14 - Local Authority contribution	Committed	26,000	-	-	1,050	-	24,950
C/C.1.024	Dry Drayton to A1307 link cycle route	Committed	700	700	-	-	-	-
	Total - Integrated Transport		44,348	17,386	430	1,410	-	25,122
C/C.2	Operating the Network							
C/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Ongoing	30,727	28,927	-	-	-	1,800
C/C.2.002	Rights of Way	Ongoing	940	940	-	-	-	-
C/C.2.004	Bridge strengthening	Ongoing	9,037	9,037	-	-	-	-
C/C.2.005	Traffic Signal Replacement	Ongoing	2,836	2,836	-	-	-	-
C/C.2.006	Traffic Management Centre	Ongoing	842	842	-	-	-	-
	Total - Operating the Network		44,382	42,582	-	-	-	1,800

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Table 5: Capital Programme - Funding

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
Ongoing	37,965	91,357	-2,505	-8,807	-	-42,080
Committed Schemes	256,560	33,868	1,734	45,497	-	175,461
Completed Schemes	-	-	-	-	-	-
2025-2026 Starts	44,732	4,582	7,700	-	-	32,450
TOTAL BUDGET	339,257	129,807	6,929	36,690	-	165,831

Ref	Scheme	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.3	Highways & Transport							
C/C.3.002	Footpaths and Pavements	Ongoing	16,000	16,000	-	-	-	-
C/C.3.004	Pothole Funding	Ongoing	40,985	33,635	-	-	-	7,350
C/C.3.006a	Guided Busway - funding	2025-26	-	-	7,700	-	-	-7,700
C/C.3.009	Wheatsheaf Crossroads	Committed	6,845	-	500	250	-	6,095
C/C.3.010	St Neots Future High Street Fund	Committed	7,905	-	-	7,905	-	-
C/C.3.011	March Future High Street Fund	Committed	7,901	-	-	7,901	-	-
C/C.3.014	St Ives local improvements	Committed	2,428	-	8	2,420	-	-
C/C.3.015	A141 and St Ives Improvements Scheme	Committed	6,000	-	-	6,000	-	-
C/C.3.016	A10 Ely to A14 Improvement Scheme	Committed	4,000	-	-	4,000	-	-
C/C.3.017	A14 De-trunking	Committed	24,750	24,750	-	-	-	-
C/C.3.018	Street Lighting LED	Committed	13,283	-	-	-	-	13,283
C/C.3.022	Witchford A10 NMU	Committed	550	-	-	550	-	-
C/C.3.023	Southern Busway Widening	Committed	2,891	-	-	2,891	-	-
C/C.3.024	Soham-Wicken travel link	Committed	1,230	100	-	1,130	-	-
C/C.3.025	Further Highways Prioritisation	Committed	60,000	-	-	-	-	60,000
C/C.3.026	Additional highways maintenance allocation	Committed	4,728	4,728	-	-	-	-
C/C.3.028	Guided Busway step survey and works	Committed	1,250	-	-	1,250	-	-
C/C.3.029	March Area Transport Study Phase 2	Committed	7,000	-	-	7,000	-	-
C/C.3.030	Active Travel 4	Committed	1,192	-	-	1,192	-	-
C/C.3.031	CPCA Local Electric Vehicle Infrastructure funding	2025-26	4,582	4,582	-	-	-	-
C/C.3.032	Highways maintenance capital	2025-26	3,500	-	-	-	-	3,500
C/C.3.033	Northstowe Capital Transport Monitoring Measures	Committed	361	-	361	-	-	-
C/C.3.034	Active Travel 4 Plus	Committed	1,100	-	-	1,100	-	-
	Total - Highways & Transport		218,481	83,795	8,569	43,589	-	82,528

Section 3 - C: Place and Sustainability

Table 5: Capital Programme - Funding

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
Ongoing	37,965	91,357	-2,505	-8,807	-	-42,080
Committed Schemes	256,560	33,868	1,734	45,497	-	175,461
Completed Schemes	-	-	-	-	-	-
2025-2026 Starts	44,732	4,582	7,700	-	-	32,450
TOTAL BUDGET	339,257	129,807	6,929	36,690	-	165,831

Ref	Scheme	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.4	Planning Growth and Environment							
C/C.4.002	Waste – Household Recycling Centre (HRC) Improvements	Committed	8,693	-	435	-	-	8,258
C/C.4.005	Waste	2025-26	36,650	-	-	-	-	36,650
	Total - Planning Growth and Environment		45,343	-	435	-	-	44,908
C/C.5	Climate Change & Energy Service							
C/C.5.013	Swaffham Prior Community Heat Scheme	Committed	14,170	608	-	-	-	13,562
C/C.5.014	Smart Energy Grid Demonstrator Scheme at the St Ives Park & Ride	Committed	5,686	1,840	-	-	-	3,846
C/C.5.015	Babraham Smart Energy Grid	Committed	9,299	199	-	-	-	9,100
C/C.5.019	North Angle Solar Farm	Committed	32,649	-	-	-	-	32,649
C/C.5.021a	Decarbonisation Fund - School low carbon heating programme	Committed	3,904	-	-	858	-	3,046
C/C.5.023	Oil Dependency Fund	Committed	500	-	-	-	-	500
	Total - Climate Change & Energy Service		66,208	2,647	-	858	-	62,703
C/C.7	Capital Programme Variation							
C/C.7.001	Variation Budget	Ongoing	-79,673	-16,603	-2,505	-9,167	-	-51,398
C/C.7.002	Capitalisation of Interest Costs	Ongoing	168	-	-	-	-	168
	Total - Capital Programme Variation		-79,505	-16,603	-2,505	-9,167	-	-51,230
	TOTAL BUDGET		339,257	129,807	6,929	36,690	-	165,831

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Highways					
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Highway boundary/extent/status enquiries (Advice including site surveys, documentation and written advice provided as applicable)	Non statutory	£93.60 (inc VAT) for single initial site plan and 1 hour of officer time investigating boundary. Travelling expenses @45p per mile (+ VAT). Additional officer time at £91.20 per officer hour (inc VAT) Copies of additional plans to cover wider areas, where needed: £18.00 (inc VAT)	£102.00 (inc VAT) for single initial site plan and 1 hour of officer time investigating boundary. Travelling expenses @45p per mile (+ VAT). Additional officer time to provide extra detail or to cover larger areas charged at £91.20 per officer hour (inc VAT)	Full Cost Recovery	Enhanced service For further information and to apply, please see http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Full search	Non statutory	Enhanced service fee (guaranteed; 3 days): £60.00 inc VAT EIR fee (supply only; within 20 days): £45.00	Enhanced service fee (guaranteed; 3 days): £66.00 inc VAT EIR fee (supply only; within 20 days): £50.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu3.4 (a,b,c,d,e,f) Nearby road schemes	Non statutory	Enhanced service fee (guaranteed; 3 days): £16.20 inc VAT EIR fee (supply only; within 20 days): £9.00	Enhanced service fee (guaranteed; 3 days): £18.00 inc VAT EIR fee (supply only; within 20 days): £13.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu3.6 (a,b,c,d,e,f,g,h,i,j,k,l) Traffic Schemes	Non statutory	Enhanced service fee (guaranteed; 3 days): £18.00 inc VAT EIR fee (supply only; within 20 days): £11.00	Enhanced service fee (guaranteed; 3 days): £18.00 inc VAT EIR fee (supply only; within 20 days): £13.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Service requested which is not listed below	Non statutory	Quotation will be provided. Enhanced service: £91.20 per officer hour (inc VAT) EIR: £75 per officer hour	Quotation will be provided. Enhanced service: £91.20 per officer hour (inc VAT) EIR: £75 per officer hour	Full Cost Recovery	Enquire online at http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Certified copy of Definitive Map/highway record/ Common or Village Green	Non statutory	£62.00 (inc VAT), by post or by email (pdf)	£66.00 (inc VAT), by post or by email (pdf)	Full Cost Recovery	Non-statutory charge made under relevant legislative provisions Enhanced service Copy of relevant document certified that it is a true copy of the actual legal record

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Amendment of the legal highway record and records management after completion of adoption agreement under s38 HA1980 or s278 HA1980 (charged at sealing of Agreement)	Non statutory	£160	£170	Full Cost Recovery	Amendment of the legal highway record and records management (charged at sealing of Agreement)
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Copy of s38/278 HA80 road adoption agreement or s106 TCPA90 affecting highway	Non statutory	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £14.40 by email (pdf) or post (inc VAT). EIR: Document only, no check. Supplied within 20 working days: £9 by email (pdf) or post.	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £18.00 by email (pdf) or post (inc VAT). EIR: Document only, no check. Supplied within 20 working days: £12.00 by email (pdf) or post.	Full Cost Recovery	Document only, no advice. Non-statutory charge made under relevant legislative provisions
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 26/118/119 Highways Act 1980 Public Path Order applications (no certification)	Non statutory	£5050 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process.	£5350 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process.	Full Cost Recovery	These orders are used to create, stop up or divert a public right of way where no certification for works is required.
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 26/118/119 Highways Act 1980 Public Path Order applications (with certification)	Non statutory	£5,350 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process	£5,650 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process	Full Cost Recovery	Web guidance available. Non-statutory charge made under relevant legislative provisions
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 257 Town & Country Planning Act 1990 Public Path Order applications	Non statutory	£5,900 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £76/hr to that point in the process	£6,250 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process	Full Cost Recovery	Web guidance available. Non-statutory charge made under relevant legislative provisions. Cambridgeshire County Council undertakes these applications on behalf of most district councils. Please contact us for advice.

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 261 Town & Country Planning Act 1990 Temporary stopping up for mineral workings	Non statutory	£5,900 (inc VAT)	£6,250 (inc VAT)	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Legal Event Modifications Orders (LEMO)	Non statutory	£325(No VAT)	£350(No VAT)	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 116 Highways Act 1980 stopping up/diversion of highway applications (Used to stop up or divert any class of highway)	Non statutory	Stage 1: Pre-application consultations: £330 (inc VAT) for County Council internal consultations on proposal. Stage 2: Enhanced service fee of £815 (inc VAT) for advice, site visit and drafting of Order plan, consideration of draft order by Assistant Director, plus travelling expenses at 45p/mile (+VAT) Stage 3: Legal fee of c.£4,000 to £6,000, plus officer time of at least 1 hour for attendance at Magistrates' Court and supporting resolution of related issues @ £91.20/hr (inc VAT), plus disbursements Stage 4: Registration of the made Order on the County Council's legal record, including archiving of file, £160 (no VAT). Charged together with Stage 3 costs upon conclusion of case.	Stage 1: Pre-application consultations: £350 (inc VAT) for County Council internal consultations on proposal. Stage 2: Enhanced service fee of £860 (inc VAT) for advice, site visit and drafting of Order plan, consideration of draft order by Assistant Director, plus travelling expenses at 45p/mile (+VAT) Stage 3: Legal fee of c.£4,000 to £6,000, plus officer time of at least 1 hour for attendance at Magistrates' Court and supporting resolution of related issues @ £91.20/hr (inc VAT), plus disbursements Stage 4: Registration of the made Order on the County Council's legal record, including archiving of file, £170 (no VAT). Charged together with Stage 3 costs upon conclusion of case.	Full Cost Recovery	Hyperlink for enhanced service: http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 247 Town & Country Planning Act 1990 Stopping up/diversion of highway applications; (Used to stop up or divert highway affected by development) For guidance and information on how to apply please see below: http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records	Non statutory	Stage 1: Initial scoping enquiry - free. Stage 2: Enhanced service Charged at rate of £91.20 per officer hour; travelling expenses at 45p/mile (+ VAT). Stage 3: undertaken by Secretary of State. If further officer advice is required this will be charged at £91.20/hr (inc VAT).	Stage 1: Initial scoping enquiry - free. Stage 2: Enhanced service Charged at rate of £91.20 per officer hour; travelling expenses at 45p/mile (+ VAT). Stage 3: undertaken by Secretary of State. If further officer advice is required this will be charged at £91.20/hr (inc VAT).	Full Cost Recovery	

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu2.1 (a,b,c,d) Roads adopted	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu2.2 Public Rights of Way crossing/abutting land	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu2.5 Plan showing Public Rights of Way	Non statutory	Enhanced service fee (guaranteed; 3 days): £18 (inc VAT) EIR fee (supply only; within 20 days): £11	Enhanced service fee (guaranteed; 3 days): £21.60 (inc VAT) EIR fee (supply only; within 20 days): £14	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu2.4 Pending applications to record PROW	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu2.3 Pending orders to stop-up, divert, create, extinguish PROW	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu3.2 Land required for road works	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu3.5 Nearby railway schemes	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu3.7e Outstanding notices - highways	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.800 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - Qu3.7g Outstanding notices - flooding	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29R - additional questions	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29O - Qu16 Mineral consultation areas	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29O - Qu22.1 Common ground + town/village green	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29O - Qu21 Flood defense and land drainage consents	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	CON29O - Qu22.2 Registration of landowner deposits under S15A Commons Act 2006 or 31A HA80	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Enhanced service fee (guaranteed; 3 days): £16.80 (inc VAT) EIR fee (supply only; within 20 days): £10	Full Cost Recovery	Including VAT

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Public Rights of Way: Pre-Application Planning Advice (Consideration of proposed development; discussion of specific PROW issues with site; provision of written advice including legal mechanisms required for any changes to PROW network, map from legal record.)	Non statutory	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £400 (incl. VAT). Work required will be assessed and a quotation provided.	Full Cost Recovery	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Highway boundary/extent extracts: Enhanced Service Document only; will be checked as being correct. Supplied within 3 working days	Non statutory	Answer from database by email (pdf): £31.20 (inc VAT) Answer requiring physical retrieval from archives by email (pdf): £91.20 (inc VAT) Please note any answers requested via post will incur an additional charge to be calculated on application	Answer from database by email (pdf): £34.80 (inc VAT) Answer requiring physical retrieval from archives by email (pdf): £91.20 (inc VAT) Please note any answers requested via post will incur an additional charge to be calculated on application	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	<u>EIR</u> - Highway boundary/extent extracts: Enhanced Service Document only; no check. Supplied within 20 working days	Non statutory	Answer from database by email (pdf): £22 Answer requiring physical retrieval from archives by email (pdf): £75 Please note any answers requested via post will incur an additional charge to be calculated on application	Answer from database by email (pdf): £25 Answer requiring physical retrieval from archives by email (pdf): £75 Please note any answers requested via post will incur an additional charge to be calculated on application	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Certified copy of extract of List of Streets/highway records	Non statutory	Enhanced service: copy of relevant documentation certified that it is a true copy of the actual legal record: £62.00 (inc VAT) by email (pdf) or post.	Enhanced service: copy of relevant documentation certified that it is a true copy of the actual legal record: £66.00 (inc VAT) by email (pdf) or post.	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Public Rights of Way on the Definitive Map & Statement and orders relating to the same	Non statutory	Free	Free	Statutory Limit	Viewable at Shire Hall upon appointment during normal office hours Digital version and guidance available here: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Copy of extract of the Definitive Map & Statement (including Public Path Orders and other deeds relating to the same)	Non statutory	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days. £16.20 (inc VAT) by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days. £10 by email (pdf) or post	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days. £18.00 (inc VAT) by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days. £50 by email (pdf) or post	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Copies of Landowner Deposits under Section 31(6) Highways Act 1980 and s15A Commons Act 2006, and any subsequent declarations	Non statutory	Enhanced service- £14.40 (incl. VAT) EIR – £8 (incl. VAT)	Enhanced service- £18.00 (incl. VAT) EIR – £12 (incl. VAT)	Full Cost Recovery	Enhanced service: Documents only; will be checked as being correct. Supplied within 3 working days, or as advised where documents require extraction from archive EIR: Document only, no check. Supplied within 20 working days
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Landowner deposits under s31(6) Highways Act 1980 only	Non statutory	£360	£380.00	Full Cost Recovery	Landowner deposits which, if correctly made, can help protect land against public rights accruing. Please note that the County Council reserves the right to increase the stated fees for extensive land holdings or deposits consisting of multiple plans, in order to recover actual costs involved.
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Landowner deposits under s31(6) Highways Act 1980 only: Additional Declarations	Non statutory	Additional declarations £250	Additional declarations £265	Full Cost Recovery	Landowner deposits which, if correctly made, can help protect land against public rights accruing. Please note that the County Council reserves the right to increase the stated fees for extensive land holdings or deposits consisting of multiple plans, in order to recover actual costs involved.
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Public Rights of Way enquiries - advice (Written advice and documentation provided as applicable)	Non statutory	£93.60 (inc VAT) for single initial site plan and 1 hour of officer time. Travelling expenses @45p per mile (+ VAT) and additional officer time at £91.20 per officer hour (inc VAT)	£102.00 (inc VAT) for single initial site plan and 1 hour of officer time. Travelling expenses @45p per mile (+ VAT) and additional officer time at £91.20 per officer hour (inc VAT)	Full Cost Recovery	For further information and to apply please see http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Corrective applications for Commons & Town/Village Greens under Commons Act 2006	Non statutory	Unopposed applications: £4,450 (inc VAT), plus disbursements (legal advice if required; travelling expenses @ 45p/mile (+ VAT); legal Notices). Opposed applications: £4,450 (inc VAT), plus officer time charged at £91.20/hr (inc VAT) and legal fees including barrister if public inquiry required, plus disbursements (travel, legal Notices, hire of hall)	Unopposed applications: £4,700 (inc VAT), plus disbursements (legal advice if required; travelling expenses @ 45p/mile (+ VAT); legal Notices). Opposed applications: £4,700 (inc VAT), plus officer time charged at £91.20/hr (inc VAT) and legal fees including barrister if public inquiry required, plus disbursements (travel, legal Notices, hire of hall)	Full Cost Recovery	Applications to amend the Register of Commons or Village Greens
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Copy or extract of the Commons Register or Town & Village Greens Register	Non statutory	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £16.20 by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days: £10 by email (pdf) or post	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £18.00 by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days: £12 by email (pdf) or post	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Certified copy of extract of Commons Register or Town & Village Greens Register	Non statutory	Enhanced service: Copy of relevant document certified that it is a true copy of the actual legal record: £62.00 (inc VAT) by post or email (pdf)	Enhanced service: Copy of relevant document certified that it is a true copy of the actual legal record: £66.00 (inc VAT) by post or email (pdf)	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Public Rights of Way or Common Land and Town/Village Green Digital Datasets	Non statutory	Free	Free	Statutory Limit	(free since 1 June 2017)

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Requests for other related highway or Public Right of Way Digital datasets Service dependent upon availability and format of dataset	Non statutory	<u>Discretionary Service - Recovery of Costs only</u> Licensed with conditions as detailed above. Format dependent upon dataset. Provided by email or other format as agreed. Please contact Asset Information using the inquiry form via the link above before requesting data, as availability differs across datasets	<u>Discretionary Service - Recovery of Costs only</u> Licensed with conditions as detailed above. Format dependent upon dataset. Provided by email or other format as agreed. Please contact Asset Information using the inquiry form via the link above before requesting data, as availability differs across datasets	Full Cost Recovery	Work undertaken to provide datasets will be quoted on the basis of Enhanced and EIR hourly service rates detailed above.
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 26/118/119 Highways Act 1980 Public Path Order applications (no certification)	Non statutory	£5050 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process.	£5350 admin fee (inc VAT), travelling expenses @ 45p/mile (+ VAT), & cost of newspaper notices. Includes LEMO fee. If order is contested and has been sent to the Secretary of State for the determination, officer time will be charged @ £75/hr to that point in the process.	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Section 25 Creation Agreements	Non statutory	New for 2025-26	£3700 + £320 certification fee where necessary	Full Cost Recovery	Section 25 HA1980 agreements for creation of new public rights of way
Place and Sustainability	Highways and Transport	Highways	Highways	Other Charges					
Place and Sustainability	Highways and Transport	Highways	Highways	Private works, including clearance of debris following accident	Non statutory	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £134)	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £141)	Depending on size of scheme, 20% does not cover costs on low value schemes, but may over recover on higher value schemes to compensate.	
Place and Sustainability	Highways and Transport	Highways	Highways	Private works - Third Party Requests	Non statutory	Actual cost of work + officer fees. £557 non-refundable application fee for feasibility assessment applies at point of application.	Actual cost of work + officer fees charged at £75 / hr. £588 non-refundable application fee for feasibility assessment applies at point of application.	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways	Dropped crossings	Non statutory	£223 If application is unsuccessful then £122 refunded	£400 If application is unsuccessful, then £300 refunded.	Full Cost Recovery	

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Highways	Access Protection Markings	Non statutory	£229	£250	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways	Collection from Local Highways depot of unauthorised signs removed from the Highway	Non statutory	£34	£35		
Place and Sustainability	Highways and Transport	Highways	Highways	Section 142 Licence to Cultivate	Non statutory	£139	£142	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways	Removal of obstructions/Reinstatement of ploughed/cropped paths	Non statutory	£195	£199	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways	Asset Data Fee	Non statutory	£160	£170		Amendment of the asset register record and records management (charged at sealing of Agreement)
Place and Sustainability	Highways and Transport	Highways	Highways and Traffic Orders	Highways and Traffic Orders					
Place and Sustainability	Highways and Transport	Highways	Highways and Traffic Orders	Implementation of TRO's	Non statutory	Actual cost of work +20% admin fee (min charge £360)	N/C	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways and Traffic Orders	Temporary road closures	Non statutory	£1262 + £530 for a standalone Order	£1331 + £559 for a standalone Order	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways and Traffic Orders	Emergency road closures	Non statutory	£885.10	£934	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways and Traffic Orders	TRO advertisement for Private / Third Party / LHI Funded Works, Businesses and other Private Bodies	Non statutory	£1,256	£1,325	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways and Traffic Orders	Temporary road closures (Special Events)	Non statutory	£1,262	£1,331	Full Cost Recovery	In line with Street Works TTRO increase
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Licenses and Permits					
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Permission to deposit a skip on the highway	Non statutory	£58.30 for 14 days	£62 for 14 days	Full Cost Recovery	£62 renewal for every 14 days or part of thereafter
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Charge for unauthorised skip on the highway	Non statutory	£371	£391		
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Store Materials on the Highway	Non statutory	£58.30 for 14 days	£62 for 14 days	Full Cost Recovery	£62 renewal for every 14 days or part of thereafter

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Permission to erect scaffolding/hoarding over the highway	Non statutory	£153.70 for 28 days	£162 for 28 days	Full Cost Recovery	£162 renewal for every 28 days or part of thereafter
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Obligation to dispense with consent for erection of hoarding/fence	Non statutory	£153.70 for 28 days	£162 for 28 days	Full Cost Recovery	£162 renewal for every 28 days or part of thereafter
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Oversailing licence	Non statutory	£153.70 for 28 days	£162 for 28 days	Full Cost Recovery	£162 renewal for every 28 days or part of thereafter
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Banner licence	Non statutory	£58.30 for 14 days	£62 for 14 days	Full Cost Recovery	£62 renewal for every 14 days or part of thereafter
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Traffic counter licence	Non statutory	£58.30 for 14 days	£62 for 14 days	Full Cost Recovery	£62 renewal for every 14 days or part of thereafter
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Streetworks Section 50 licences- apparatus on public highway	Non statutory	£604.20 for upto 200m Additional £185.50 / 200m over and above initial 200m. Non refundable deposit may be required, details on application.	£638 for upto 200m Additional £196 / 200m over and above initial 200m. Non refundable deposit may be required, details on application.	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Licence to Excavate Highway (Road Opening)	Non statutory	£270.30 upto 200m length. Additional £185.50 / 200m over and above initial 200m.	£285 upto 200m length. Additional £196 / 200m over and above initial 200m.	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Licenses and Permits	Third Party Roadspace Booking	Non statutory	£58.30	£62.00	Full Cost Recovery	£62 for an extension
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations						
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations	Park and ride departure charge	Non statutory	£2 per departure	£2 per departure	Full cost recovery	No change for 2025-26 fees
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations	Other concessions	Non statutory	£15 cycle lockers £15 coach booking	£15 cycle lockers £15 coach booking	Full cost recovery	
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations	Waterbeach railway station car park charges	Non statutory	Daily peak £3.30 Off-peak £2.20 Weekly £21.10 Monthly £53.70 Quarterly £134.10 Annual £509.80	Daily peak £3.50. Off-peak £2.50. Weekly £22.10. Monthly £56. Quarterly £139.60. Annual £530.4	Full cost recovery	New charges to reflect other car parks on rail route
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations	Park and ride car parking charges	Non statutory	Free for up to 18 hours. 18 - 24 hours: £10 24 - 48 hours £20 48 - 72 hours £30	Free for up to 18 hours. 18 - 24 hours: £10 24 - 48 hours £20 48 - 72 hours £30	Full cost recovery	No change for 2025-26 fees
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations	Young driver event Babraham Motorcycle Training at Milton	Non statutory	£500 per event £250 per week	£500 per event £250 per week	Full cost recovery	No change for 2025-26 fees
Place and Sustainability	Highways and Transport	Highways	Park & Ride and Busway Operations	Park and ride advertising	Non statutory	£2,000 to £5000 per annum	£2,000 to £5000 per annum	Full cost recovery	No change for 2025-26 fees

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Huntingdonshire					
Place and Sustainability	Highways and Transport	Highways	Parking	Parking fees	Non statutory	30p for 15 mins max stay 1 hour	50p for 15 mins max stay 1 hour	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Parking Excess charge notices applicable to "paid for bays".	Non statutory	£60 (Reduced to £40 if paid within 14 days)	£60 (Reduced to £40 if paid within 14 days)	Full Cost Recovery	No change - charge defined by HDC
Place and Sustainability	Highways and Transport	Highways	Parking	Excess Charge Notices	Non statutory	£60 (Reduced to £40 if paid within 14 days)	£60 (Reduced to £40 if paid within 14 days)	Full Cost Recovery	No change - charge defined by HDC
Place and Sustainability	Highways and Transport	Highways	Parking	Cambridge					
Place and Sustainability	Highways and Transport	Highways	Parking	Band 1: Monday to Saturday 8.30am to 6.30pm maximum stay 1 hour Free School Lane, King Street, Manor Street	Non statutory	£1.20 for each 10 minutes	£1.40 for each 10 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 2: Monday to Saturday 8.30am to 6.30pm maximum stay 2 hours Jesus Lane, Park Terrace Sun St	Non statutory	£1.20 for each 15 minutes	£1.40 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 3: Sunday 9.00am to 5.00pm maximum stay 2 hours Free School Lane, King Street, Manor Street	Non statutory	£1.20 for each 15 minutes	£1.40 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 4: Sunday 9.00am to 5.00pm maximum stay 4 hours Brookside, Lensfield Road, Regent Street , Tennis Court Road, Trumpington Street (south of Silver Street),Park Terrace	Non statutory	£1.20 for each 15 minutes	£1.40 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 5: Monday to Saturday 8.30am to 6.30pm maximum stay 2 hours Brookside, Lensfield Road, Regent Street, Tennis Court Road, Trumpington Street (south of Silver Street)	Non statutory	£1.20 for each 10 minutes	£1.40 for each 10 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 6: Monday to Sunday 9.00am to 5.00pm maximum stay 4 hours Gresham Road, Norwich Street, Russell Court, West Road	Non statutory	£1.20 for each 30 minutes	£1.40 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Band 7: Sunday 9.00am to 5.00pm maximum stay 4 hours Bateman Street,Castle Street, Chesterton Road (West of Victoria Avenue), Jesus Lane, Newnham Road, (north of Fen Causeway, west side near Maltings Lane), Northampton Street) Panton Street, Pound Hill, Queens Road, Russell Street, Sun Street	Non statutory	£1.20 for each 30 minutes	£1.40 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 8: Monday to Friday 9.30am to 5.00pm Saturday 9.00am to 5.00pm (No stopping Monday to Friday 7.00am to 9.30am) maximum stay 4 hours Newnham Road (north of The Fen Causeway, westside near Maltings Lane), Queen's Road	Non statutory	£1.20 for each 15 minutes	£1.30 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 9: Monday to Saturday 9.00am to 5.00pm maximum stay 2 hours Bateman Street, Canterbury Street, Castle Street, Chesterton Road (west of Victoria Avenue), Chesterton Road (east of DeFreville Avenue, opposite numbers 168A to 170), DeFreville Avenue,Devonshire Road (east of Tenison Road), Emery Street, Ferry Path (Hamilton Road), Glisson Road, Gwydir Street (Mill Rd), Hamilton Road, Linden Close, Humberstone Road, Mawson Road, Mill Road Council Depot Access Road, Mill Street, Montague Road, Norfolk Street, Northampton Street, Panton Street, Pound Hill, Russell Street, St Barnabas Road	Non statutory	£1.20 for each 30 minutes	£1.40 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Band 10: Monday to Saturday 9.00am to 5.00pm maximum stay 4 hours Abbey Road, Arthur Street, Aylestone Road, Beche Road, Devonshire Road (Mill Road), Fisher Street, Gwydir Street (Cambridge Blue), Harvey Road, Histon Road (South of Canterbury St), Holland Street, Kingston Street, Newnham Road (south of the Fen Causeway, adjacent to Lammas Land), Ravensworth Gardens, St Paul's Road, St Peter's Street, Shelly Row	Non statutory	£1.20 for each 30 minutes	£1.40 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 11: Monday to Sunday 9.00am to 5.00pm maximum stay 8 hours Broad Street, Cutter Ferry Close, Lady Margaret Road, Mount Pleasant, Newnham Walk, Ridley Hall Road, Sidgewick Avenue, Station Road, Trumpington Road, Union Road, Wordsworth Grove	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 12: Monday to Saturday Maximum stay 1 hour 9.00am to 5.00pm Milton Road (Mitcham's Corner, layby adjacent to Springfield Road), Chesterton Road (east of Victoria Avenue, outside numbers 34 to 46	Non statutory	70p for each 15 minutes	90p for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 13: Monday to Saturday 9.00am to 5.00pm maximum stay 8 hour - Clarendon Road, Great Northern Road, Huntingdon Road, Priors Road, River Lane, Saxon Road, St Matthew's Street, Shaftesbury Road, Sturton Street, Tenison Avenue, Tenison Road (south of George Pateman Court), Walnut Tree Avenue	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Band 14: Monday to Saturday 7.00am to 5.00pm maximum stay 30 minutes Newtown Road	Non statutory	80p for each 15 minutes	90p for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 15: Monday to Saturday 9.00am to 5.00pm maximum stay 20 minutes Parkside (o/s nos. 37 - 38)	Non statutory	90p for each 20 minutes	£1.00 for each 20 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 16 Monday to Friday 9.30am to 3pm, maximum stay 4 hours - Courtney Way, Gurney Way	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 17: Monday to Friday 10am to 5pm maximim stay 4 hours Blinco Grove, Rock Rd	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 18: Monday to Friday 10am to 6pm maximum stay 4 hours Hope St, Rustat Road	Non statutory	£1.20 for each 30 minutes	£1.40 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 19: Monday to Friday 10am to 6pm maximum stay 8 hours Clifton Road	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 20: All days 9am to 5pm maximum stay 4 hours Barton Road	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 21: Monday to Friday 9.00am to 12 noon maximum stay 2 hours Richmond Road, Windsor Road	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 22: Monday to Saturday 9am to 5pm maximum stay 8 hours Riverside	Non statutory	£1.20 for each 30 minutes	£1.30 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 23: Monday to Saturday 9.00am to 7.00pm Shire Hall Car Park and Castle Court Car Park no maximum stay	Non statutory	£1.60 per hour	£1.80 per hour	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Band 24: Sunday 9.00am to 5.00pm Shire Hall Car Park and Castle Court Car Park no maximum stay	Non statutory	£1.20 per hour	£1.50 per hour	Full Cost	Traffic Management Purposes - tariff increase of 20p

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Band 25: Monday to Friday 9.00am to 12.00 noon maximum stay 3 hours Wentworth Road	Non statutory	£1.20 for each 30 minutes	£1.40 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20p
Place and Sustainability	Highways and Transport	Highways	Parking	Permits - Resident					
Place and Sustainability	Highways and Transport	Highways	Parking	Accordia	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Ascham	Non statutory	£63	£70	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Benson	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Benson North	Non statutory	£63	£70	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Coleridge West	Non statutory	£63	£70	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Kite	Non statutory	£119.00	£131.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Brunswick	Non statutory	£119.00	£131.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Castle Hill	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	De Freville	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Guest	Non statutory	£111	£123	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Morley	Non statutory	£68.00	£75.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Newnham	Non statutory	£63.00	£70.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Newtown	Non statutory	£119.00	£131.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Park Street	Non statutory	£119.00	£131.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Petersfield	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Regent Terrace	Non statutory	£119.00	£131.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Riverside	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Shaftesbury	Non statutory	£75	£83	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Silverwood	Non statutory	£87	£96	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Staffordshire	Non statutory	£119.00	£131.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Tenison	Non statutory	£103.00	£114.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	Victoria	Non statutory	£75.00	£83.00	Full Cost	
Place and Sustainability	Highways and Transport	Highways	Parking	West Cambridge	Non statutory	£87	£96	Full Cost	

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Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Staff Permit					
Place and Sustainability	Highways and Transport	Highways	Parking	Newnham	Non statutory	£94	£105	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Permits - Business					
Place and Sustainability	Highways and Transport	Highways	Parking	Accordia	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Ascham	Non statutory	£94.00	£105.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Benson	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Benson North	Non statutory	£94.00	£105.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Coleridge West	Non statutory	£94.00	£105.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Kite	Non statutory	£0.00	£0.00	A business permit is not permitted in this zone	
Place and Sustainability	Highways and Transport	Highways	Parking	Brunswick	Non statutory	£0.00	£0.00	A business permit is not permitted in this zone	
Place and Sustainability	Highways and Transport	Highways	Parking	Castle Hill	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	De Freville	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Guest	Non statutory	£166.00	£185.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Morley	Non statutory	£101.00	£113.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Newnham	Non statutory	£94.00	£105.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Newtown	Non statutory	£178.00	£197.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Park Street	Non statutory	£178.00	£197.00	Full cost recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Petersfield	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Regent Terrace	Non statutory	£0.00	£0.00	A business permit is not permitted in this zone	
Place and Sustainability	Highways and Transport	Highways	Parking	Riverside	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Shaftesbury	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Silverwood	Non statutory	£131.00	£144.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Staffordshire	Non statutory	£178.00	£197.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Tenison	Non statutory	£154.00	£171.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Victoria	Non statutory	£112.00	£125.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	West Cambridge	Non statutory	£131.00	£144.00	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Permits - Motorcycle Permits 50% discount					

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Accordia	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Ascham	Non statutory	£31.50	£35.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Benson	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Benson North	Non statutory	£31.50	£35.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Coleridge West	Non statutory	£31.50	£35.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Kite	Non statutory	£59.50	£65.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Brunswick	Non statutory	£59.50	£65.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Castle Hill	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	De Freville	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Guest	Non statutory	£55.50	£61.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Morley	Non statutory	£34.00	£37.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Newnham	Non statutory	£31.50	£35.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Newtown	Non statutory	£59.50	£65.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Park Street	Non statutory	£59.50	£65.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Petersfield	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Regent Terrace	Non statutory	£59.50	£65.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Riverside	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Shaftesbury	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Silverwood	Non statutory	£43.50	£48.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Staffordshire	Non statutory	£59.50	£65.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Tenison	Non statutory	£51.50	£57.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Victoria	Non statutory	£37.50	£41.50	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	West Cambridge	Non statutory	£43.50	£48.00	Full Cost Recovery	50% discount has been calculated from 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Permits -Low emmission resident Permits - 20% discount					
Place and Sustainability	Highways and Transport	Highways	Parking	Accordia	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Ascham	Non statutory	£50.40	£56.00	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Benson	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Benson North	Non statutory	£50.40	£56.00	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Coleridge West	Non statutory	£50.40	£56.00	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Kite	Non statutory	£95.20	£104.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Brunswick	Non statutory	£95.20	£104.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Castle Hill	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	De Freville	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Guest	Non statutory	£88.80	£98.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Morley	Non statutory	£54.40	£60.00	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Newnham	Non statutory	£50.40	£56.00	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Newtown	Non statutory	£95.20	£104.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Park Street	Non statutory	£95.20	£104.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Petersfield	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Regent Terrace	Non statutory	£95.20	£104.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Riverside	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Shaftesbury	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Silverwood	Non statutory	£69.60	£76.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Staffordshire	Non statutory	£95.20	£104.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Tenison	Non statutory	£82.40	£91.20	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Victoria	Non statutory	£60.00	£66.40	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	West Cambridge	Non statutory	£69.60	£76.80	Full Cost Recovery	20% discount has been calculated form 2025/26 resident permit amount
Place and Sustainability	Highways and Transport	Highways	Parking	Permits					
Place and Sustainability	Highways and Transport	Highways	Parking	Visitors	Non statutory	£16	£18	Full Cost Recovery	10% increase to cover costs
Place and Sustainability	Highways and Transport	Highways	Parking	Temporary Hire car	Non statutory	£12 per week	£18 per week	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Ely - Chapel Street	Non statutory	£35	£39	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Whittlesford Resident Permit	Non statutory	£35	£70	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Huntingdonshire Resident Permits	Non statutory	£35	£39	Full cost recovery	

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Medical _ Dr's bays	Non statutory	£64.50	£71	Full Cost Recovery	10% increase to cover costs
Place and Sustainability	Highways and Transport	Highways	Parking	Dispensations - manual (health care workers)	Non statutory	£41	£46	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Dispensations - City Rangers (carry hazardous chemical)	Non statutory	£50	£55	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Car Club	Non statutory	£70	£77	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Parking	Amendment fee to change permits (vrm)	Non statutory		£10	Full Cost Recovery	new charge
Place and Sustainability	Highways and Transport	Highways	Parking	Blue badge visitor permit	Non statutory	0	0	Full Cost Recovery	No charge for this permit
Place and Sustainability	Highways and Transport	Highways	Parking	Samaritan parking ermit	Non statutory	0	0	Full Cost Recovery	No charge for this permit
Place and Sustainability	Highways and Transport	Highways	Parking	Visitor medical permits	Non statutory	0	0	Full Cost Recovery	No charge for this permit
Place and Sustainability	Highways and Transport	Highways	Parking	Events Permit	Non statutory		£20	Full Cost Recovery	New permit
Place and Sustainability	Highways and Transport	Highways	Parking	Tradesperson permits	Non statutory	Flat rate £14 per day plus £9 admin fee	Flat rate £18 per day plus £10 admin fee	Full Cost Recovery	Induce focus/reduction on time needed in locations.
Place and Sustainability	Highways and Transport	Highways	Parking	Waiver	Non statutory	£29	£33	Full Cost Recovery	Induce focus/reduction on time needed in locations.
Place and Sustainability	Highways and Transport	Highways	Parking	Adhoc bollard/gates manning for pre planned events/works - St Johns, Sidney St , Lower park street and opening/closing of Kings Parade anti terroism barrier for City Council (excludes emergencies & current agreed opening time Mon - Sat) by Civil Enforcement Officers	Non statutory	£53	£65	Full cost recovery	To cover civil enforcement officer cost
Place and Sustainability	Highways and Transport	Highways	Parking	Penalty charge notices - CPE	Non statutory	£50.00 - Lower contravention, discounted to £25.00 if paid within 14 days .	£50.00 - Lower contravention, discounted to £25.00 if paid within 14 days .	Full cost recovery	The charge is defined by legislation
Place and Sustainability	Highways and Transport	Highways	Parking	Penalty charge notices - Moving Traffic /bus lane	Non statutory	£70.00 - higher contravention, discounted to £35.00 if paid within 21 days .	£70.00 - higher contravention, discounted to £35.00 if paid within 21 days .	Full cost recovery	Defined by legislation

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Parking	Parking Suspensions	Non statutory	£53.00 per bay (approximately 5 metres per bay) for each calender day. Charge of £21 for each suspension sign and £19 for each cone that is not returned by a contractor to the Authority following completion of a large suspension, £9 admin fee. £30 cancellation or amendment fee	£60.00 per bay (each bay s approximately 5 metres) for each calender day. Charge of £25 for each suspension sign and £22 for each cone that is not returned by a contractor to the Authority following completion of a large suspension, £10 administration fee to process. Charge of £35 cancellation of amendment fee	Full cost recovery	Induce focus/reduction on time needed in locations.
Place and Sustainability	Highways and Transport	Highways	Road Safety	Road Safety					
Place and Sustainability	Highways and Transport	Highways	Road Safety	Driver Training – including minibus training, defensive driver training, driver workshops and other bespoke packages for businesses.	Non statutory	Driver Training - including minibus training,defensive driver training driver workshopsand other bespoke packages for businesses: Price on application	Driver Training - including minibus training,defensive driver training driver workshopsand other bespoke packages for businesses: Price on application	Price on application	Actual cost of service including officer time. Price will vary as each group is tendered off a framework by mini competition.
Place and Sustainability	Highways and Transport	Road Safety	Road Safety	Standard small scheme Safety Comments	Non statutory	£329.66 for standard small schemes. Pre-audit discussions no charge for under £100k Max 1 hr	Safety comments £347.79 for standard small schemes. Pre-audit discussions no charge for under £100k Max 1 hr	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Road Safety	Road Safety	Road Safety Audit Stage 1	Non statutory	Concept £914.78 for under £100k £1,736.28 for £100k - 1m Schemes over £1 million start at £1,736.28	Concept £965.09 for under £100k £1,831.78 for £100k - 1m Schemes over £1 million start at £1,831.78	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Road Safety	Road Safety	Road Safety Audit Stage 2	Non statutory	Detailed design £914.78 for under £100k £1,736.28 for £100k - 1m From £1,736.28 for over £1m	Detailed design £965.09 for under £100k £1,831.78 for £100k - 1m Schemes over £1 million start at £1,831.78	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Road Safety	Road Safety	Road Safety Audit Stage 3	Non statutory	Post construction £1,736.28 for under £100k £2,343.66 for £100k - 1m From £2,343.66 for over 1m	Post construction £1,831.78 for under £100k £2,471.87 for £100k - 1m From £2,471.87 for over 1m	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Road Safety	Road Safety	Road Safety Engineer (Investigations, road safety advice or participation in 3rd party audit)	Non statutory	Hourly rate £85.86/hr	Hourly rate £89.68/hr	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Street lighting	Street lighting					

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Street lighting	Charge for the vetting service we provide to check lighting designs and lighting installations for all new street lighting asset installations.	Non statutory	Initial vetting - £ 921.97 Subsequent vetting - £573.64 per vetting.	Initial vetting - £ 972.68 Subsequent vetting - £605.20 per vetting.	Full Cost Recovery	To cover costs
Place and Sustainability	Highways and Transport	Highways	Street lighting	These charges are linked to technical approval checks and street lighting inventory records updates as detailed/required within the County Councils street lighting attachments policy. <u>Fees apply to commercial organisations only.</u>	Non statutory	<u>Cambridgeshire County Council Checks</u> - £123.82 <u>1-5 standard attachments in a single application</u> £159.12 <u>6-10 standard attachments in a single application</u> £187.61 <u>10+ attachments in a single application</u> £194.84. <u>Banners Technical Approval Check fee</u> £141.48 <u>Street Lighting Inventory records Update fee</u> £2.11 per unit for administration for banners covered by application	<u>Cambridgeshire County Council Checks</u> - £130.63 <u>1-5 standard attachments in a single application</u> £167.87 <u>6-10 standard attachments in a single application</u> £197.93 <u>10+ attachments in a single application</u> £205.56 <u>Banners Technical Approval Check fee</u> £149.26 <u>Street Lighting Inventory records Update fee</u> £2.23 per unit for administration for banners covered by application		Fees apply to commercial organisations only. 2024-25 fees more accurately cover the staff time spent on the checks required for street lighting license applications.
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Traffic Signals					
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Charge for switching off or on traffic lights for roadworks: weekdays (excluding Bank and Public Holidays)	Non statutory	£195.64 per off or on +/- % yearly adjustment, determined in Jan'24	£158.85 per off or on +/- % yearly adjustment, determined in Jan'25	Full Cost Recovery	Rate fixed by Cambridgeshire County Council but work arranged with and paid directly to supplier
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Charge for switching off or on traffic lights for roadworks: Weekends, Bank & Public Holidays	Non statutory	£234.77 per off or on +/- % yearly adjustment, determined in Jan'24	£198.56 per off or on +/- % yearly adjustment, determined in Jan'25	Full Cost Recovery	Rate fixed by Cambridgeshire County Council but work arranged with and paid directly to supplier
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Charges for traffic signal data	Non statutory	£149.06	£157.26	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Commuted sums for traffic signals and ITS systems	Non statutory	Price on application, dependent on size and type of asset. Based on 20 years of maintenance costs plus one full refurbishment	Price on application, dependent on size and type of asset. Based on 20 years of maintenance costs plus one full refurbishment	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Vetting of Traffic Signal Designs	Non statutory	5% of traffic signal, associated equipment and system costs	5% of traffic signal, associated equipment and system costs	Full Cost Recovery	

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Traffic Signal Factory Acceptance Test (FAT), Site Acceptance Test (SAT) and joint post commissioning monitoring	Non statutory	2.5% of traffic signal and associated equipment and systems cost.	2.5% of traffic signal and associated equipment and systems cost.	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Traffic Signals	Traffic signal pre-application input	Non statutory	£61.42/hour + VAT	£64.80/hour + VAT	Full Cost Recovery	
Place and Sustainability	Highways and Transport	Highways	Highways Development Management	Highways Development Management					
Place and Sustainability	Highways and Transport	Highways	Highways Development Management	Highways Act Section 38 road adoption agreement	Non statutory	8.5% of linear metre rate determined by Milestone Term Contractor up to £1.5 million; above £1.5million, reduction to 6%.	8.5% of linear metre rate determined by Milestone Term Contractor up to £1.5 million; above £1.5million, reduction to 6%.	Full Cost Recovery	No change to base fee rate
Place and Sustainability	Highways and Transport	Highways	Highways Development Management	Section 106 & Section 278 agreements	Non statutory	Fees 8.5% of approved Tender value of works costs	Fees 8.5% of approved Tender value of works costs	Full Cost Recovery	No change to base fee rate
Place and Sustainability	Highways and Transport	Highways	Highways Development Management	Commutated sums including soakaways/ trees/ hydrobrakes/ petrol interceptors and other 'non standard' infrastructure.	Non statutory	Commutated sums are calculated and collected in accordance with Highways Commuted Sum Policy adopted by Highways and Transport Committee 1st April 2023.	Commutated sums are calculated and collected in accordance with Highways Commuted Sum Policy adopted by Highways and Transport Committee 1st April 2023.	Full cost recovery in accordance with adopted policy.	Highways development - Cambridgeshire County Council
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding	Transport Modelling - CaPCAM					
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding	A completely new suite of models has been refined. The model is now funded by the CPCA and the proposed rates are with them for approval.					
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding						
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding						
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding						
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding	Transport Modelling - ABM					
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding	A completely new suite of models has been refined. The model is now funded by the CPCA and the proposed rates are with them for approval.					
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding						

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding						
Place and Sustainability	Highways and Transport	Highways	Transport Strategy and Funding						
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Streetworks (NRWSA)					
Place and Sustainability	Highways and Transport	Highways	Traffic Management	NRSWA road opening sample inspection charges	Statutory	Now performance based inspections £50 between 20% and 100% based on previous year's and ongoing performance	Now performance based inspections £50 between 20% and 100% based on previous year's and ongoing performance	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	NRSWA defect charge	Statutory	£120 x 2	£120 x 2	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Section 74- charge for overstay	Statutory	Set by legislation as per September 2020 Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (fifth edition)	Set by legislation as per September 2020 Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (fifth edition)	Statutory limit	Set by legislation as per September 2020 Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (fifth edition)
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Charges in relation to works occupying the carriageway during period of overrun					
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Traffic -sensitive or protected street not in road categories 2, 3 or 4.	Statutory	£5,000	£5,000	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Other streets not in road categories 2, 3 or 4.	Statutory	£2,500	£2,500	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Traffic-sensitive or protected street in road category 2.	Statutory	£3,000	£3,000	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Other street in road category 2.	Statutory	£2,000	£2,000	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Traffic -sensitive or protected street in road category 3 or 4.	Statutory	£750	£750	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Other street in road category 3 or 4.	Statutory	£250	£250	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Traffic -sensitive or protected street not in road categories 2, 3 or 4.	Statutory	£10,000	£10,000	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Other streets not in road categories 2, 3 or 4.	Statutory	£2,500	£2,500	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Traffic-sensitive or protected street in road category 2.	Statutory	£8,000	£8,000	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Other street in road category 2.	Statutory	£2,000	£2,000	Statutory limit	Set by National Legislation.

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Traffic -sensitive or protected street in road category 3 or 4.	Statutory	£750	£750	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Other street in road category 3 or 4.	Statutory	£250	£250	Statutory limit	Set by National Legislation.
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Charges in relation to works outside the carriageway during period of overrun	Statutory				
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Street not in road category 2, 3 or 4.	Statutory	£2,500	£2,500	Statutory limit	Set by National Legislation
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Street in road category 2.	Statutory	£2,000	£2,000	Statutory limit	Set by National Legislation
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Street in road category 3 or 4.	Statutory	£250	£250	Statutory limit	Set by National Legislation
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Charges in relation to Offences against Part 3 and 4 of the Traffic Management Act (2004)					
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Fixed Penalty Notices	Statutory	£120 unless paid within 29 days then £80	£120 unless paid within 29 days then £80	Statutory limit	Set by National Legislation
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Fixed Penalty Notices	Statutory	£500 unless paid within 29 days then £300	£500 unless paid within 29 days then £300	Statutory limit	Set by National Legislation
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Permit Fees in relation to Part 3 of the Traffic Management Act (2004)					
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Provisional Advanced Application	Statutory	Road Category 0-2 or Traffic Sensitive £105	Road Category 0-2 or Traffic Sensitive £105	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Provisional Advanced Application	Statutory	Road Category 3-4 and non Traffic Sensitive £75	Road Category 3-4 and non Traffic Sensitive £75	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Major Activity or requiring a TTRO	Statutory	Road Category 0-2 or Traffic Sensitive £240	Road Category 0-2 or Traffic Sensitive £240	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Major Activity or requiring a TTRO	Statutory	Road Category 3-4 and non Traffic Sensitive £150	Road Category 3-4 and non Traffic Sensitive £150	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Standard Activity	Statutory	Road Category 0-2 or Traffic Sensitive £130	Road Category 0-2 or Traffic Sensitive £130	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Standard Activity	Statutory	Road Category 3-4 and non Traffic Sensitive £75	Road Category 3-4 and non Traffic Sensitive £75	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Minor Activity	Statutory	Road Category 0-2 or Traffic Sensitive £65	Road Category 0-2 or Traffic Sensitive £65	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Minor Activity	Statutory	Road Category 3-4 and non Traffic Sensitive £45	Road Category 3-4 and non Traffic Sensitive £45	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Immediate Activity	Statutory	Road Category 0-2 or Traffic Sensitive £60	Road Category 0-2 or Traffic Sensitive £60	Statutory limit	Set by Legal Order

H&T Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Immediate Activity	Statutory	Road Category 3-4 and non Traffic Sensitive £40	Road Category 3-4 and non Traffic Sensitive £40	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Permit Variation	Statutory	Road Category 0-2 or Traffic Sensitive £45	Road Category 0-2 or Traffic Sensitive £45	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Permit Variation	Statutory	Road Category 3-4 and non Traffic Sensitive £35	Road Category 3-4 and non Traffic Sensitive £35	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Traffic Management	Works on Traffic Sensitive Streets carried out wholly outside Traffic Sensititve Times	Statutory	30% discount on relevant permit fee as above	30% discount on relevant permit fee as above	Statutory limit	Set by Legal Order
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Highway Assets					
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Landowner deposits under s15A Commons Act 2006 with or without S31(6) Highways Act 1980	Statutory	£430 deposit + placing notices at £75 per hour + travel expenses @ 45p per mile + £5.60 per notice.	£455deposit + placing notices at £75 per hour + travel expenses @ 45p per mile + £6 per notice.	Full Cost Recovery	Landowner deposits which, if correctly made, can help protect land against public rights accruing. Please note that the County Council reserves the right to increase the stated fees for extensive land holdings or deposits consisting of multiple plans, in order to recover actual costs involved.
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Landowner deposits under s15A Commons Act 2006 with or without S31(6) Highways Act 1980: Additional Declarations	Statutory	Additional declarations £250	Additional declarations £265	Full Cost Recovery	Landowner deposits which, if correctly made, can help protect land against public rights accruing Please note that the County Council reserves the right to increase the stated fees for extensive land holdings or deposits consisting of multiple plans, in order to recover actual costs involved.
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Highway record (List of Streets (s36(6) Highways Act 1980) and pending road adoptions)	Statutory	Free	Free	Statutory Limit	Viewable at Shire Hall upon appointment during normal office hours Digital list available here: http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records Interactive map available here: http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx?MapSource=CCC/AllMaps&tab=maps&Layers=AdoptedRoads,Section38Streets
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Highway boundary/extent records	Statutory	Free	Free	Statutory Limit	Maps viewable at Shire Hall upon appointment during normal office hours
Place and Sustainability	Highways and Transport	Highways	Highway Assets	Commons and Village Greens	Statutory	Free	Free	Statutory Limit	Registers viewable at Shire Hall upon appointment during normal office hours. Digital version and guidance available here: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space/2

East West Rail Non-Statutory Consultation

To:	Highways and Transport Committee
Meeting Date:	21 January 2025
From:	Executive Director of Place and Sustainability
Electoral division(s):	St Neots East & Gransden, Cambourne, Hardwick, Papworth & Swavesey, Sawston & Shelford, Trumpington, Queen Edith's, Petersfield, and Romsey.
Key decision:	No
Executive Summary:	Following the General Election, the East West Rail Company paused the East West Rail scheme and consultation. It has now launched a third non-statutory consultation, running from 14 November 2024 to 24 January 2025. This paper provides an update on the East West Rail scheme, and a draft technical response to the consultation, which is attached at Appendix 1.
Recommendation:	<p>The Committee is recommended to:</p> <ul style="list-style-type: none">a) Endorse the draft response to the East West Rail non-statutory consultation attached at Appendix 1 for submission to East West Rail Company; andb) Note that the existing delegated authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, would be used to make any changes to the proposed response following the Committee's discussion and ahead of the non-statutory consultation deadline, as set out in paragraph 2.7 of the report.

Officer contact:

Name: Chris Poultney / Nav Panesar
Post: Transport Strategy Manager / Consents Project Manager
Email: chris.poultney@cambridgeshire.gov.uk / navin.panesar@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

- 1.1 The proposed railway would provide connectivity across Cambridgeshire and has the potential to improve public transport, contributing to reducing transport emissions and providing a sustainable travel option. There are potentially negative carbon impacts from embodied carbon during construction, but the line is proposed to be partially electrified, with battery operation on non-electrified sections, which will significantly reduce emissions of carbon dioxide and other pollutants compared to both diesel traction and the emissions from equivalent passenger or freight journeys by road. Under the current proposals, it is not clear if freight trains could operate with electric traction. However, it should be noted that even with diesel power, rail freight would only generate a quarter or less of the carbon emissions of the equivalent road freight journeys, and has the additional benefit of reducing HGV traffic on the road network.

Ambition 2: Travel across the county is safer and more environmentally sustainable.

- 1.2 The proposed development would provide a new railway line between Bedford and Cambridge stations, including associated works within Bedford and Cambridge. This also includes train stations at Tempsford and Cambourne. As rail is a sustainable mode of transport, this project would deliver against this ambition. The Rail Safety and Standards Board also reports that [rail travel is significantly safer than road transport](#).

Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

- 1.3 The proposed development would provide short term construction job opportunities, would improve transport links in the region in the long term, and would support economic development in the area accordingly, as well as delivering strategic connectivity.

Ambition 7: Children and young people have opportunities to thrive.

- 1.4 Improved connectivity along the route would provide better access to higher value employment opportunities, as well as post-16 education opportunities.

2. Background

- 2.1 East West Rail (EWR) is a proposed new rail route connecting Cambridge and East Anglia with Bedford, Milton Keynes and Oxford, through to the west of England. With onward links at each end, it would also provide connectivity and interchange with all the north-south main lines in England, without the need for a journey into London.
- 2.2 The project falls into the Nationally Significant Infrastructure Project (NSIP) process defined through the Planning Act 2008 (as amended), and will be considered under Part 3 Section 25 of the legislation, because the proposed railway would be constructed wholly in England, would be part of network approved operators route, is of a continuous route of more than 2 kilometres, and is not on operational land of a railway undertaker before construction work begins.
- 2.3 As an NSIP application, for which a Development Consent Order (DCO) is required, the planning application for the proposed railway will not be determined by the district councils or the county council. Responsibility for accepting and examining the NSIP applications rests with the Secretary of State for Transport, with the scheme assessed at a public examination by the Planning Inspectorate (PINS), which makes a recommendation to the Secretary of State, who will make the decision on whether to grant consent.
- 2.4 EWR has changed its programme plans, from holding a statutory consultation as its next round of public consultation to instead now undertaking a non-statutory consultation from 14 November 2024 to 24 January 2025. EWR has also submitted its Environmental Impact Assessment (EIA) report to PINS. PINS is currently consulting on the EIA to inform its EIA Scoping Opinion. Council officers will respond to this in line with the deadline set by PINS.
- 2.5 Appendix 1 of this paper sets out the Council's proposed technical response to EWR's non-statutory consultation. This consultation is the third non-statutory consultation on the proposals for the Central Section, and it provides an opportunity for comments to inform the further development of proposals as they are worked up in more detail.
- 2.6 A report on the Council's response to the previous non-statutory consultation was presented to the Highways and Transport Committee on 22 June 2021. A subsequent report on the development of the scheme and the Council's proposed outline position on several topic areas was presented to the Highways and Transport Committee on 23 July 2024, which included a delegated authority to officers to ensure that consultation and subsequent formal submissions to PINS or EWR could be made, including where there is insufficient time for a committee decision to be taken. Following the report in July 2024, the Council also has an ongoing holding objection to the scheme, which will remain in place until full detail is known about the proposals.
- 2.7 As this consultation closes on 24 January 2025, three days after the meeting of the Highways and Transport Committee, the existing delegated authority is not being used for the whole submission. However, any changes that need to be made following the committee meeting and ahead of its submission will be signed off by the Executive Director for Place and Sustainability, in consultation with the Chair and Vice-Chair, to ensure the submission deadline can be met.

3. Main Issues

- 3.1 A draft response to this non-statutory consultation is attached at Appendix 1 of this report. As the response remains a draft version, it may be subject to non-substantial changes by officers following comments from the committee. As set out in paragraph 2.7 above, the existing delegated authority will be used to sign off the finalised response ahead of the deadline.
- 3.2 Key considerations which officers have considered as part of the Council's draft non-statutory consultation response include:
- Electrification of the Route – EWR has announced that the route will use discontinuous electrification which will allow trains to run partially on onboard batteries and partially on overhead lines. This is a positive step, but the benefits of full electrification towards meeting net zero targets should be fully explored.
 - Impact on Public Rights of Way (PROW) and the road network – the proposed route would have an effect on roads, PROWs and communities across Cambridgeshire, before, during, and after construction. This could affect connectivity and severance.
 - Ecology and Biodiversity – potential impacts have been identified on sensitive ecological sites and key populations, including bats. These need to be fully understood and discussed in detail with EWR.
 - Door to Door Connectivity – EWR has not proposed any additional infrastructure or schemes to promote active travel in the area at this time. It is essential that opportunities to improve active travel and fully connect new stations to existing communities are taken.
 - The interface with other infrastructure-based projects being brought forward by the Council and the Greater Cambridge Partnership (GCP) taking place near the proposed route needs to be fully understood.
- 3.3 As usual with NSIPs, officers have also commented on:
- Flooding, drainage and water resources
 - Ecology and biodiversity
 - Archaeology and historic environment
 - Minerals and waste
 - Communities
 - Climate and carbon
 - Emergency planning
 - Transport strategy
 - Highways
 - Public Health
- 3.4 The Council defers issues regarding noise, vibration, and air quality to the relevant district councils (Huntingdonshire District Council, South Cambridgeshire District Council, and Cambridge City Council), although it reserves the right to comment on landscape and visual impacts in future consultations and technical working groups.

- 3.5 The report presented to the Highways and Transport Committee on 23 July 2024 further sets out the Council's position. Based on the information available in the EWR non-statutory consultation, it is proposed to continue reserving the Council's position with a holding objection until more detailed information about the proposed route and construction has been released and technical discussions between the Council and EWR have taken place to better understand key matters.
- 3.6 Following the non-statutory consultation, there will be a statutory consultation, as well as ongoing engagement and discussion with EWR, which will present future opportunities to further represent on the Council's position and requirements.
- 3.7 The following paragraphs set out key points on additional infrastructure currently outside of the scope of the East West Rail proposals raised in the draft response to the consultation. This is not a comprehensive summary of the content of the draft response, which is attached at Appendix 1.

'Cambridge East' Station to serve the east of the city and development of Cambridge airport

- 3.8 In considering the platform capacity and turnback capacity for EWR trains in the Cambridge area, the EWR Company has considered the option of providing additional track capacity on the Cambridge to Ipswich line to the east of Cambridge for train turnback. The feasibility of a station to serve the east of the city and the Cambridge Airport site has been looked at as part of that work.
- 3.9 The Council has discussed the potential for a station with local partners and is of the view that such provision would be highly desirable in providing transport capacity for planned development to complement already planned investment in the GCP's Eastern Access scheme and to improve connectivity into the east of the city. It is therefore recommended that the Council strongly advocates for the continued development of proposals for a station as part of the EWR scheme, while accepting that third party funding from development may be required to bring it forward.
- 3.10 It is also recommended that this work should include consideration of the track capacity needed over and above that required for turnback to allow an increase in the frequency of services between Cambridge, Newmarket, Bury St Edmunds and Ipswich.

Eastern passenger entrance to Cambridge Station

- 3.11 The EWR Company has considered passenger access and circulation at Cambridge Station, and advises that a second footbridge would be required in any circumstance to allow for evacuation from the island platforms. The scheme is not currently proposing that this would provide for passenger access from the east of the railway, but the Council recommends that the option of an eastern access to Cambridge Station should be taken forward as part of the ongoing scheme development work. It is noted that around twenty years ago, as part of the planning of development between Rustat Road and the railway, space was left to allow for pedestrian and cycle access between Rustat Road and an eastern access to the station.

Fen Road Cambridge level crossing

- 3.12 The proposals include works at Cambridge North Station and to the south of the A14 on the eastern side of the railway. The implications of these works on potential future access options into the North-East Cambridge site and on rail movements through the level crossing on Fen Road in Cambridge will need to be understood and addressed as part of the continued development of the proposals.

4. Conclusion and Reasons for Recommendations

- 4.1 It is essential that the Council submits its response to the EWR non-statutory consultation in line with the deadline on 24 January 2025.
- 4.2 It has been presented to the Committee to ensure Members have the opportunity to review and comment on the proposed draft response. Delegated authority is only being used in part for this submission, to approve any required final changes following the committee's discussion and ahead of its submission.
- 4.3 The Executive Director of Place and Sustainability will sign off the final response ahead of its submission to EWR, in consultation with the Chair and Vice-Chair of the committee.
- 4.4 The committee is asked to endorse the response attached at Appendix 1, and to indicate any additions or revisions it wishes to see included ahead of its submission to EWR, noting there will be future opportunity for engagement and feedback at EWR's statutory consultation.

5. Significant Implications

Finance Implications

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

Legal Implications

- 5.2 There are no significant legal implications at this stage. Legal advice and representation, including specialist advice on the application and DCO process, as well as the legal elements of the Order and any agreements, will be utilised throughout the DCO process, and legal agreements may be entered into with the applicant during this process. It is expected that appropriate legal support and advice will need be scoped and secured to support the Council in the run up to, and specifically through the examination.
- 5.3 Additionally, as the proposed route passes through County-owned land, EWR may exercise its powers to acquire land from the Council through Compulsory Purchase Orders. Those

powers are granted as part of the Development Consent Order for the scheme, should it get consented. This would also have financial implications, as it would result in capital receipts.

Risk Implications

- 5.4 There is the potential risk, if the committee does not endorse the proposed draft response or requests substantial changes, that the Council will be unable to meet the non-statutory consultation's deadline of 24 January 2025. The result could be that EWR does not take into account a late submission, which may reduce the Council's ability to provide feedback on the scheme and influence its development, leading to substandard outcomes.

Equality and Diversity Implications

- 5.5 The Council will assess the equality and diversity implications of the proposals informed by the non-statutory consultation material that will be presented by the EWR Company.
- 5.6 EWR is required to satisfy the requirements of the Public Sector Equality Duty and will complete an Equality Impact Assessment (EqIA) for its proposals, which will consider:
- Differential impacts - where the impact on a particular group may be different from other sections of the population, such as where certain kinds of infrastructure may prevent people from using a space (for example only providing steps on an access route).
 - Disproportionate impact - where the impacts might be disproportionately felt by some groups of people, for example where the make-up of an area or the users of a resource include greater numbers of a particular groups, such as a school or church.
- 5.7 EWR will submit its EqIA as part of its DCO application. The Council will then review the EqIA and associated documentation.

6. Source Documents

- 6.1 [Rail still safer and greener than road \(Road Safety and Standards Board\)](#)
- 6.2 [Section 25\(1\) of the Planning Act 2008](#)
- 6.3 [Agenda Item 8 \(East West Rail Company Non-statutory Consultation\)](#), meeting of the Highways and Transport Committee on 22 June 2021
- 6.4 [Agenda Item 9 \(East West Rail Company Consultations\)](#), meeting of the Highways and Transport Committee on 23 July 2024
- 6.5 [East West Rail's Consultation website](#)
- 6.6 [PINS project page for East West Rail](#)

My ref: XXX
Date: XXX
Contact: Nav Panesar
Email: NSIPs@cambridgeshire.gov.uk

Frank Jordan, Executive Director
**Place and Sustainability
Environment, Planning and Economy**

Sent via email to: XXX

Consents Team
PO Box 761
ALC2660
Huntingdon
Cambridgeshire
PE29 9QR

Dear East West Rail Company Limited,

Non-statutory consultation by East West Rail Company Limited for East West Rail - Bedford to Cambridge and Western improvements Development Consent Order (DCO) proposals

I am writing on behalf of Cambridgeshire County Council (the Council) in response to the non-statutory consultation for the East West Rail - Bedford to Cambridge and Western improvements proposals, which commenced on 14 November 2024 and closes on 24 January 2025.

Attached to this letter is a table containing the Council's initial views on the current proposals, across a number of technical specialisms. The Council maintains the position agreed at our July Committee based on the information available in the non-statutory consultation, and reserves the right to comment further in the coming months as the proposals develop and more detail becomes available.

The Council notes that there has been significant work by the East West Rail Company to develop their proposals and welcomes the opportunity to respond to the consultation. Although there have been some encouraging developments, specifically in relation to the partial electrification proposals, and the proposals to tunnel sections of the route, there remain concerns about the impact of the project on communities and in specific areas including ecology and biodiversity, the impacts of construction, connectivity and active travel provision, and the impacts on the highway network including Rights of Way.

The Council acknowledges and supports the responses of key stakeholders including England's Economic Heartland, Transport East, the Cambridgeshire and Peterborough Combined Authority, Cambridge City Council, South Cambridgeshire District Council, and Huntingdon District Council. It is essential that with a project of this size that all opportunities are fully explored to deliver the best possible outcomes for the residents and businesses of Cambridgeshire, including by future proofing infrastructure where needed. Within our detailed response support is noted for a potential eastern access to Cambridge Station, and also a potential new station at Cambridge East.

Meaningful engagement with the East West Rail Company is now expected to fully

understand the details of the proposals in advance of any future consultation and application for a Development Consent Order.

If you have any queries regarding this submission or require any further information, please contact NSIPs@cambridgeshire.gov.uk.

Yours sincerely

Frank Jordan
Executive Director

DRAFT

East West Rail - Bedford to Cambridge and Western improvements: Comments on the Applicant's Non-Statutory Consultation

This document sets out the comments by Cambridgeshire County Council (**the Council**) regarding East West Rail Company Limited's (EWR) Non-Statutory Consultation for the East West Rail - Bedford to Cambridge and Western improvements proposals.

The following table contains comments across a number of technical specialisms.

Specialism	Proposal aspect referred to	Comments
Air Quality		<p>The Council expects EWR to consult Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council on this matter regarding the scheme site and any associated infrastructure that falls within the respective District Council's boundary.</p> <p>The Council reserves the right to comment on this subject through technical working groups and future consultation, in particular as it relates to public health.</p>
Communities, Skills, Employment, Socio-economics	Whole project	<p>The Council would welcome more opportunities for local communities to benefit from this development through local apprenticeships and development of skills for underprivileged groups in connection to the construction and running of the railway, for example through the provision of a community benefit fund. Mitigation of the disruption and loss of land by providing a community fund for those local communities affected. Enable the communities to use this fund to create opportunities for community led action, local support groups, as examples of positive mitigations.</p> <p>The Council would also recommend EWR link into local schools and colleges to interest young people in careers connected to this project and provide work experience and internship opportunities.</p> <p>The Council would also welcome EWR funding a community rail partnership, should the scheme be consented, to continue the community focused approach, making sure the local communities affected continue to have focus on their recovery and can start to have a positive relationship with the finished project.</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council would encourage EWR to consider, within the active travel and improved transport links to the new stations, the improvement of funding for public transport (e.g. buses). Rural Cambridgeshire residents struggle with transport and not everyone is able to walk, wheel, cycle the distance safely to a new station. Better bus links would encourage better connectivity for these isolated communities to access this new service. This would have an improved effect on access to employment, education and social connections.</p>
Noise		<p>The Council would expect EWR to consult Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council on this matter regarding the site and any associated infrastructure that falls within the respective District Council's boundary.</p> <p>The Council reserves the right to comment on this subject through technical working groups and future consultation, in particular as it relates to public health.</p>
Climate and Carbon		<p>The Council is pleased to see the ambition for EWR to be a net zero passenger railway along with strengthened consideration for options to electrify the route.</p> <p>However, there is insufficient detail to enable the Council to adequately comment on the proposals. The Council requires sight of the carbon calculations used to calculate emissions relating to the construction, operation and maintenance of this project at the next stage of consultation. This will need to provide sufficient detail to enable the Council to scrutinise the assertions related to carbon within the Development Consent Order (DCO) submission.</p> <p>Where high level information on carbon emissions is provided, this is currently qualitative and lacks sufficient detail on the sources of emissions included (or excluded) within the calculations. Notably, it is disappointing to see the highest carbon options being preferred at 11.3.4.4 and 12.2.5.4 of the Technical Report – this appears to be inconsistent with the wider stated net zero goals of EWR. The Council will expect to see robust and credible carbon management plans should these options be progressed.</p> <p>Finally, climate resilience is not listed as a topic in the Environmental Statement despite being a pillar of EWR's Environmental Sustainability Strategy. Ensuring EWR infrastructure is built to be resilient to our changing climate is crucial, therefore full details relating to how EWR will achieve this should be included within the next iteration of the Environmental Statement.</p>

Specialism	Proposal aspect referred to	Comments
		Officers would be open to having more detailed discussions with EWR if further detail on the above concerns would be helpful.
Health		<p>The Council have considered the following documents to create this response:</p> <ul style="list-style-type: none"> • The following fact sheets: <ul style="list-style-type: none"> ○ Assessment factors ○ Approach to management of Construction ○ Accessibility and Inclusion ○ Our approach to Freight and ○ Our approach to Noise and Vibration and two of the main reports • Connecting people, building communities consultation document • Transport update report <p>This response focuses on the sections of the proposed line within Cambridgeshire:</p> <ul style="list-style-type: none"> • East of St Neots, • Croxton to Toft, • Comberton to Shelford and • Cambridge. <p>However, the Council appreciates both the potential benefits and impacts of construction and operation for the wider communities to the west in areas such as Tempsford and beyond.</p> <p>These include:</p> <ul style="list-style-type: none"> • Wider access to employment opportunities, particularly both in logistics, construction industries • Potential air quality benefits through reduced vehicle emissions due to increased freight movements by rail rather than road. • Further potential reduction in car journeys and hence vehicle emissions through modal shift to rail, due to improved journey times. • Improved connectivity both east to west and north to south, because of the new station at Tempsford including platforms for the East Coast mainline. <p><u>Analysis of Fact Sheets</u></p> <p>Assessment Factors</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council is concerned that the Assessment factors fact sheet makes no reference to human health within any of the fifteen factors. This is particularly concerning as one of the factors relates to Local Plans and another focuses on transport user benefits such as modal shift as well as the environment. All of which have references to health and wellbeing that the East West Rail could potentially contribute towards. The Council also suggest EWR reference to the Cambridgeshire Joint Strategic Needs Assessment (JSNA) which draws on local evidence that would be useful in the final drafts of a number of supporting documents, facts sheets, reports etc.</p> <p>Conversely, the assessment factors do include important factors such as: unlocking economic growth and short distance connectivity into key employment hubs from housing centres, along with ability to interchange.</p> <p>Approach to Construction</p> <p>The Council welcomes the fact sheets listing a wide range of construction impacts that are related to health along with mitigation measures such as: directing light away from sensitive receptors, appropriately fenced working areas, environment incidents.</p> <p>Furthermore, in terms of the air quality measures proposed the Council supports the aim to minimise dust through sheeting and water spraying along with minimising the use of diesel equipment. - to be replaced by sustainable energy such electric vehicles and electric plant.</p> <p>Other measures referred to aim to minimise the impact of the delivery of materials/collection of waste, via vehicle routing. The fact sheet also makes positive reference to the use of workforce travel plans. All of which can potentially have a positive health benefit. As could protective measures relating to flood risk and waste.</p> <p>Accessibility and Inclusion</p> <p>The commitment in the fact sheet to identify gaps between industry standards and best practice in terms of accessibility is most welcome. As is the work of the Accessibility Advisory Panel, consisting of 12 local residents from across the EWR Oxford- Cambridge route and all of whom have “lived experiences of disability and accessibility challenges”.</p> <p>Freight</p>

Specialism	Proposal aspect referred to	Comments
		<p>The significance of East West Rail to freight movements is well illustrated within the factsheet. Stating <i>“It is estimated that without additional investment outside east west rail over 250,000 lorry journeys every year – around 980 lorry journey per day year.”</i></p> <p>The Public Health benefit of such a modal shift of freight to rail, using electric rather than diesel powered trains is likely to be considerable due to the likely improvement in air quality close to the major current road network. Reducing the current numbers of HGV’s using the network, the majority with diesel engines, producing pollutants such as PM10 and PM2.5 particulate matter, directly linked to several health-related conditions from cancer to respiratory disease is much appreciated.</p> <p>Noise and Vibration</p> <p>The fact sheet confirms that EWR will comply with <i>“the Noise Policy statement for England, - avoiding significant adverse impacts on health and the quality of life”, minimising impact on health and quality of life and where possible contribute to the improvement of health and quality of life”</i></p> <p>It is useful to see confirmation that EWR are in the process of carrying out a detailed assessment of noise and vibration, including base line surveys and computer modelling the results of which will be set out in detail within the Environmental Statement (ES). The fact sheet also usefully lists a series of mitigation measures that will be set out in the Code of Construction practice along with operation measures.</p> <p>This includes a series of proposed protective measures such as: controlled working hours, location of machinery and haul roads away from areas they would cause disturbance, noise barriers, monitoring noise and vibration to enable corrective measures where necessary.</p> <p><u>Connecting people, building communities report</u></p> <p>Chapter 4 requests consultees feedback on the following</p> <ul style="list-style-type: none"> • Size and Location of stations • Aspects of Alignment • How railways will cross roads and rivers • Best solutions for existing level crossings • How we could avoid or reduce environmental impacts and enhance and improve natural environment.

Specialism	Proposal aspect referred to	Comments
		<p>In terms of these points, the Council's main concerns in relation to Public Health are around the need to encourage and not discourage active travel and ensure accessibility and connectivity for local communities is ideally improved and no additional barriers introduced. Any solution to existing level crossing for example should not result in community severance. We therefore welcome the commitment in Chapter 6 concerning the impact on Public Rights of Way (PROW)– <i>"seeking to maintain existing safe PROWs or provide suitable alternative"</i>.</p> <p>Sections of the route this response focuses on</p> <p>Chapter 13 To east of St Neots</p> <p>Although this section falls outside of the Cambridgeshire boundary the proposed station is close enough to become an attractive commuting station. Importantly, the new Tempsford station will allow Cambridgeshire residents to transfer to the East Coast Mainline. The area adjacent to the new station may also become an employment hub creating job opportunities for Cambridgeshire residents.</p> <p>Chapter 13 requests consultees feedback on the following</p> <ul style="list-style-type: none"> • Logistics hub locations issues • Alignment options • New Station development • Other issues and opportunities that need to be considered as the proposals for this section are developed <p>Logistics hub</p> <p>In terms of the logistics hub, the Council's Public Health team do not have the knowledge of technical skills to make an educated judgement and consequently do not have a preferred option. We rely on the reports statement that Option B (near Little Barford parallel with the new A421 dual carriageway and the east coast mainline) is the only location compatible with both proposed alignments 1b & 1c.</p> <p>Alignment options</p> <p>We would have concerns with the potential impact of option 1b on those travellers with accessibility issues and the ageing population. Particularly, as the report states option 1b will be 22 metres</p>

Specialism	Proposal aspect referred to	Comments
		<p>above ground level at Tempsford station. Twice the height of option 1c (9 metres above ground level). However, Option 1c appears to show an alignment closer to three communities in Wyboston, Chawston and Colesden and without the results of noise modelling it is not possible to establish the impact of 1c on these communities.</p> <p>New Station development</p> <p>As with all new station development we would wish to see measures to encourage active travel such as a significant provision of secure cycle parking. This is extremely important in this area of the UK with the high level of cycling which is increasing annually.</p> <p>Chapter 14 Croxton to Toft construction of a new railway and station</p> <p>As with all sections of the proposed line this section raises a number of Public Health concerns relating to the impact on health and wellbeing of the local residents living close to the proposed alignment as a result of due to disruption and noise during construction process. The impact on mental health of residents has the potential to be considerable for those living close by and the Council would welcome discussions with EWR regarding the planned measures to minimise the likelihood of residents experiencing such issues.</p> <p>Feedback required</p> <ul style="list-style-type: none"> • Issues and opportunities around Cambourne station • Issues and opportunities that need to be considered as the proposals for the railway in this section including the A428 Bourn Airfield tunnel. <p>The report states that Cambourne station will have “bus facilities”. As this station could be a popular interchange and the Transport Update report shows that currently there are several buses per hour serving Cambourne more detail would be appreciated as to the extent of these facilities along with reference to the amount of secure on site cycle parking being allocated.</p> <p>As the station is to be located close to St Neots Road north of A428, we would welcome further details of access arrangements from Cambourne for safe and convenient cycling and walking to the station.</p>

Specialism	Proposal aspect referred to	Comments
		<p>Chapter 15 Comberton to Shelford construction of a new railway and improvements to the existing railway.</p> <p>Feedback required</p> <ul style="list-style-type: none"> Options for maintaining connectivity between Harston and Newton after closure of level crossing, including whether a footbridge should be built. Whether a footbridge should be built to a road bridge to replace Hauxton Rd level crossing Any other issues and opportunities that need to be considered. <p>Maintaining connectivity between Harston and Newton. Further consideration needs to be given to the potential impact on local residents in Newton, in terms of access services such as the GP surgery in Harston and the local village post office and local convenience store that serve both villages.</p> <p>Furthermore, adjacent to the crossing at Station Road, Harston is the location of a national building supplies business operating HGVs. The proposed new bridge should consider the needs of this and other local businesses and be designed with sufficient road space in mind, whilst allowing the business to safely operate during construction.</p> <p>Further detail of the inclusion of the new accessible foot bridge to the east of the existing Harston level crossing East West Rail are considering would be appreciated.</p> <p>Currently, cyclists travelling from Newton, south of the railway north through Harston and beyond have a direct route. The proposed bridge is 400 meters to the east and could be seen as a barrier to active travel.</p> <p>A footbridge should be built in addition to a road bridge to replace Hauxton Rd level crossing – we believe that a footbridge is essential because as the proposal in Option 4 also needs to ensure no loss of connectivity for cyclist/ walkers to destinations beyond Hauxton. In terms of cycling, recent residential developments north of Hauxton along with a segregated route that is already in place towards Trumpington and potentially Addenbrookes aims to encourage active travel.</p> <p>By the commencement of the construction of this section of East West Rail, the number of cyclists using the route could have significantly increased and as a consequence a bridge to replace the Hauxton crossing will be essential. (This route is shown on the Cambridge City Cycle Map towards Cambridge).</p>

Specialism	Proposal aspect referred to	Comments
		<p>Chapter 16 Route Section - Cambridge Improvements to the existing railway and stations.</p> <p>We support the aspiration of the railway to potentially enable the provision of wider employment opportunities within Cambridge and create employment clusters close to stations to west of the city. The estimated journey time of 35 mins to Bedford against up to 70 minutes by car and the proposed Cambridge South station will sustainably support growth.</p> <p>Proposals will include a new cycle / walking bridge at Coldham's Common that should contribute to continual growth in active travel in the city.</p> <p>We welcome the ongoing assessment is being carried out in respect of noise and vibration at sensitive locations such as the Microbiological Research Centre labs and the Anne McLaren building, focusing on the passing trains.</p> <p>Please contact the Health in all Policies team should you require clarification regarding any of the issues raised above.</p>
Biodiversity		<p>Cambridgeshire is one of the most nature depleted counties within England, with only small remnants of isolated habitats supporting habitats/species that are vulnerable to additional pressures, including development and climate change. The Council is concerned that habitat loss and impacts associated with the EWR scheme will further exacerbate fragmentation and result in losses to wildlife sites, habitat and species.</p> <p>The scheme, particularly the Cambourne tunnel, should be redesigned to avoid these losses, ensure mitigation measures are embedded within the design, and deliver landscape scale biodiversity enhancements. Proposed avoidance/mitigation measures should be agreed with the local authorities.</p> <p>Ecological Impact Assessment</p> <p>Survey work has yet to be completed/shared with the Council and as such the level of impact of the scheme on biodiversity is current unknown. All survey methodology should be agreed with the local authorities (and Natural England, where appropriate). The results of the surveys must be</p>

Specialism	Proposal aspect referred to	Comments
		<p>shared with the local authorities as soon as possible to identify where further survey work is needed. These should form part of the Preliminary Environmental Impact Report.</p> <p>Direct and indirect impacts on ecological receptors from both the construction and operational phase must be considered. The zone of influence should include National Site Network sites within 10km (Portholme and Eversden & Wimpole Woods Special Areas of Conservation), other statutory sites within 2km (Sites of Special Scientific Interest / Local Nature Reserves), non-statutory sites within 500m (County Wildlife Sites, City Wildlife Sites and Local Geological Sites and a potential County Wildlife Site) and Protected Road Verges within 500m of the scheme. As well as irreplaceable habitats, priority habitats and protected / priority / notable species found in close proximity to the scheme.</p> <p>Cumulative Impact</p> <p>The EWR scheme must avoid adverse impact to ecological mitigation for other development schemes, as well as take into account ecological survey results, including:</p> <ul style="list-style-type: none"> • A428 Black Cat – Caxton Gibbet road improvement scheme (see below) • Bourn airfield redevelopment (see Eversden and Wimpole Woods SAC section below) • Cambridge to Cambourne Guided busway • Cambridge South Station, including compensation land for impacts to Hobson's Park • Cambridge South Station / Cambridge South East Transport Scheme (CSETS) farmland species mitigation, including Grey Partridge, Corn Bunting and Brown Hare • Cambridgeshire Guided Busway notable flora mitigation at Landscape & Ecological Mitigation areas N & O • Sawston Greenway, cumulative impact on habitat loss(including Long Road Plantation City Wildlife Site) and lighting (including DNA path). • Cambridge North Station mitigation for open mosaic habitat and reptiles, along with residential development of Cambridge North requiring mitigation for notable flora / invertebrates (please refer to invertebrate mitigation shows in Ecological Design Strategy for phase 2) • Chesterton Bridge landscape and water vole mitigation at Ditton Meadows • Chisholm Trail toad, reptile, water vole and grassland mitigation at Barnwell Pits and/or Coldham's Common. • Cambridge Waste Water Treatment Plant Relocation project <p>A428 Road Improvement Scheme – cumulative impact</p>

Specialism	Proposal aspect referred to	Comments
		<p>The EWR scheme will result in far wider and greater severance of the landscape between St Neots and Cambourne as a result of cumulative impacts with A428 road improvement works, including wildlife corridors linking Boys Wood / Sir Johns Wood (location of A428 bat tunnel), Pillar Plantation (including A428 early tree planting); along Hen, Wintringham, Fox, Gallow & West brooks (location of A428 underpasses) and A428 mammal crossing under Toseland Road Bridge.</p> <p>The Council notes that the EWR scheme will deliver habitat creation that will compliment A428 landscape scheme, particularly around Hen Brook, Wintringham Brook and Fox Brook. Opportunities to further expand habitat creation to strengthen all wildlife crossings across the A428/EWR corridor (e.g. Pillar Plantation and West Brook) should also be secured.</p> <p>However, the Council is concerned that the EWR scheme will adversely impact some of the ecological mitigation measures set out in the A428 Environmental Master Plan [REP9-037], including changes to approved habitat creation, delay/reinstatement of landscape planting and destruction of watercourse enhancements. These impacts should be avoided, particularly impacts to early guide planting/woodland planting for bat mitigation, and/or fully compensated.</p> <p>The EWR Environmental Update Report (9.2.23-9.2.27) also fails to recognise the presence of irreplaceable habitat, important habitats or species of district important (e.g. arable flora in fields A29 & A30, veteran elm and important hedgerow H39 & H58 shown within the A428 Terrestrial Habitats report [APP-190]) identified in the Environmental Statement for the A428 works, nor its arable flora mitigation strategy. These must be considered as part of the scheme design.</p> <p>Wildlife Sites</p> <p>Impacts to Eversden and Wimpole Woods SAC barbastelle bat population are unacceptable and scheme should be redesigned (discussed below). The Council is also concerned about adverse impacts Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR), County Wildlife Sites (CWS), City Wildlife Sites (CiWS) and Protected Road Verges (PRV) and these must be avoided wherever possible. Concerns include:</p> <ul style="list-style-type: none"> • Impacts of Chapel Hill tunnel (within SSSI Impact Risk Zone) and habitat works on Barrington Quarry SSSI • Indirect impacts on Denford Fen SSSI (within SSSI Impact Risk Zone) • Indirect impacts on Whittlesford - Thriplow Hummocky Fields SSSI, compounded by the section of Option 4C for Hauxton Junction (Technical Update Report 12.3.2.4)

Specialism	Proposal aspect referred to	Comments
		<ul style="list-style-type: none"> • Complete destruction of Frogs Hall Drift CWS as a result of utility works is unacceptable and must be avoided. • Habitat loss within County Wildlife Sites (e.g. Coldham's Common and Cambridge – Bedford Disused Railway (Harlton)) and City Wildlife Sites (e.g. Barnwell Pit, Ditton Meadows, Hobson's Park, Long Road Plantation, Triangle North of Long Road and Noman Cement Pits) must be avoided. Any temporary losses must be reinstated to achieve the target habitat condition/for target species. Impacts to landscape/ecological mitigation schemes for these wildlife sites as a result of other development (as discussed above) must be addressed. • Habitat loss, shading and pollution of River Cam CWS (including Bourn Brook) and River Rhee CWS must be avoided. Opportunities for enhancement of river corridors and improvement of existing crossing structures (e.g. River Cam CWS at Shelford) for biodiversity should be secured. • Impact to Knapwell Road RSV CWS/PRV S23 is unknown. The railway alignment must avoid this CWS. However, it must also be noted that the verges outside of the CWS also support notable flora (contact CPERC/BSBI vice county recorder for more information) and therefore, further surveys are required to identify most appropriate alignment • Habitat loss to potential Westfield Farm County Wildlife Site (to be discussed at Cambridgeshire and Peterborough Local Sites Panel in 2025, please contact Wildlife Trust BCN for more information). • Recreational pressure on Bramblefields LNR and Hobson's Park CiWS due to increased visitor usage of Cambridge North and Cambridge South stations (respectively) • Indirect impacts, e.g. air/water pollution or hydrological connections, on non-statutory sites must be considered and addressed (e.g. Lords Bridge Observatory and Knapwell RSV CWS and CU Officer Training Corps Pit, Cherry Hinton Brook, Hobson's Conduit / Vicar's Brook, Hobson's Brook Mid, Hobson's Brook South and Norman Cement Pits CiWS) • Destruction of PRV S08 (Brockley Road), compounded by utility works associated with A428 road improvement scheme. However, opportunities to restore for of eastern verge (previously part of the PRV prior to degradation) and incorporate verge flora into grassland creation area. <p>A mitigation strategy for impacted wildlife sites should be developed and agreed with local authorities and Wildlife Trust/Natural England. It should provide enhancements and long-term management of wildlife sites adversely impacted by the scheme. Furthermore, the draft CoCP must incorporate adequate measures (e.g. air, noise, light and water pollution and monitoring of recreational pressures) to protection wildlife sites during construction phase.</p>

Specialism	Proposal aspect referred to	Comments
		<p>Site Specific Information:</p> <p>Eversden and Wimpole Special Area of Conservation</p> <p>The Council is concerned that adverse impacts to the barbastelle bat population of Wimpole and Eversden Woods Special Area of Conservation cannot be fully mitigated as part of the current design and could result in catastrophic impacts on the barbastelle population.</p> <p>EWCo have selected a route through functionally linked land for the barbastelle bat population of Wimpole and Eversden Woods SAC. Barbastelle bats use commuting routes that follow woodlands, hedgerow and treelines. These features are limited in Cambridgeshire and therefore, any vegetation removal or severance by the electrified railway route could have a significant impact on the ability of barbastelle bats to commute between foraging habitat and roost sites. This is further compounded by the cumulative impact of other development schemes, as well as the long construction period for EWR scheme (up to 7 years), which would significantly delay re-establishment of bat flight paths (vegetation would take 10-15 years to establish). Severance of the bat population could result in population decline and in the worst-case scenario, loss of the maternity roost. The Council considers it unlikely that these impacts can be adequately compensated and consider any impact on the SAC (significant or not) unacceptable.</p> <p>As previously discussed, the combination of EWR and A428 road improvement schemes will result in severance of the landscape for bats between St Neots – Cambourne. This is further compounded by the lack of bespoke bat crossing points within Cambridgeshire section of the A428 scheme, with mitigation relying on usage of pedestrian underpasses providing sub-standard bat crossing points and tree planting along the A428.</p> <p>The A428 bat tunnel (Bedfordshire) will provide connectivity to Boys Wood/Sir Johns Wood. However, the EWR scheme will adversely affect this route as the result of creation of construction compounds immediately next to the wildlife corridor and delay in 'early guide planting'. This would be further compounded by EWR route alignment option 1C (from Tempsford 1b station option), if it is selected.</p> <p>At Chapel Hill, a mined tunnel is proposed by EWR, which will help to conserve existing bat flight lines in this area, along with some bat crossing point, which will help to mitigate impacts. Although further survey work is required to confirm if these bat crossing points are sufficient.</p>

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		<p>At the A428 Bourn Airfield Crossing, Option 2 (cut and cover tunnel) has been selected. This will result in significant excavations and associated compounds within areas known to be utilised by barbastelle bats and likely to result in severance of barbastelle bat commuting routes over the A428 and links to ancient woodland that support roosting males. Therefore, the design of the scheme must be reconsidered to retain key barbastelle bat habitat, such as using a mined tunnel. The Council notes that a mined option (e.g. Option 3) was considered and it was identified as delivering 'major improvement' for environmental impacts and opportunities and consistency with local plans (when compared with other options), however it is unclear why this design was discounted given it's ability to help reduce impacts to barbastelle bats.</p> <p>Given the potential impact to the SAC, the Council requires:</p> <ul style="list-style-type: none"> • redesign of route and use of construction techniques (e.g. mining) that avoid severance of any barbastelle bat commuting routes • extensive consultation/collaboration with local authorities, NE and other nature conservation organisations through the entire design process • bat survey methodologies be agreed with local authorities and Natural England • bat survey results to be completed prior to early design 'freeze' and reviewed by local authorities and Natural England • reliance on replacement tree planting for mitigation will not be acceptable for mitigation (given issues across Cambridgeshire, including A14 Cambridge – Huntingdon improvement works, of high failure rates of tree planting), unless early planting and establishment can be secured prior to construction works • assessment of cumulative impact is essential, including A428 improvement scheme (particularly taking into account its poor design for bats), other transport schemes and housing development such as Bourn airfield • opportunities to enhance bat flightlines, extend woodland with known barbastelle roosts and improve foraging habitat close to the known roost sites should be secured <p>Hobson's Park City Wildlife Site (CiWS)</p> <p>Hobson's Park CiWS habitat losses and recreational pressure are unacceptable. This wildlife site is already severely impacted by Cambridge South Station, with an area of compensatory land being provided to the south of Addenbrookes Road for grassland, ponds and Hobson's Brook water vole improvements will be created. Usage of this compensatory land for EWR compound is</p>

Specialism	Proposal aspect referred to	Comments
		<p>unacceptable given the delays to the delivery of habitat and water vole compensation for the approved South Cambridge Station.</p> <p>Hobson's Park also contains landscape and ecological mitigation Landscape and Ecological Mitigation areas (LEM) O for Cambridge Guided Busway and is managed as a receptor site for translocated notable flora. LEM O is also being utilised for planting wild liquorice as part of a project to expand population of Liquorice Piercer moth. Destruction of LEM O without any proposed reinstatement is unacceptable. This area should be restored, and long-term management secured for target flora and fauna.</p> <p>Opportunities should also be sought to help deliver the Hobsons Conduit Trust's proposal to divert the main Addenbrookes Drain to flow through the attenuation pond reedbed by Long Road before entering into Hobson's Brook.</p> <p>Triangle North of Long Road County Wildlife Site</p> <p>The Triangle North of Long Road CWS is designated for its notable flora. The CWS contains landscape and ecological mitigation area LEM N for Cambridgeshire Guided Busway receptor for notable flora, with the northern and eastern section managed as grassland to support the translocated plants. The site was previously managed by Cambridgeshire County Council as part of planning conditions/obligations for the Cambridge Guided Busway. However, the landscape management period has expired, and the site is no longer leased to the County Council.</p> <p>The proposed destruction and creation of scrub within this site is considered unacceptable. This area should be restored to grassland/open mosaic habitat and long-term management secured for target plants, including removal of scrub and buddleia. Buddleia eradication along the adjacent section of railway track is likely to be required to enable effective control of buddleia.</p> <p>Habitats</p> <p>Habitat losses must be adequately compensated, particularly for losses of priority habitat (including traditional orchard, rivers, calcareous grassland and hedgerows), with impacts to irreplaceable habitat (including veteran trees, ancient woodland and lowland fen) avoided. Scheme design should clearly show the extent of habitat loss including the type of watercourse 'crossings'.</p>

Specialism	Proposal aspect referred to	Comments
		<p>Opportunities to complement or expand existing habitat improvement projects (e.g. Bourn Brook) and strengthen wildlife corridors across the landscape (particularly for barbastelle bats) should be explored. The habitat should also reflect the priorities within Cambridgeshire. The draft Local Nature Recovery Strategy (LNRS) is due for publication in early 2025, however, in the interim, Huntingdonshire Nature Recovery Networks and Cambridge Nature Network should be utilised to guide planting, as well as Natural Cambridgeshire's Priority Landscapes.</p> <p>The Draft Landscape and Ecological Management Plan (LEMP) must demonstrate how large-scale tree planting can be achieved and sustained, given the extent of planting failures in Cambridgeshire associated with other developments, particularly the A14 improvement scheme. The LEMP should secure long-term management of habitats for the lifetime of the development.</p> <p>Species</p> <p>As discussed above, a full suite of species surveys must be completed and assessment consider impacts on protected/priority and notable species, including bats, badger, otter, water vole, otter, harvest mice, breeding and wintering birds, common reptiles, great crested newts, common toad, terrestrial & aquatic invertebrates, flora, fishes, potentially white-clawed crayfish and Cambridgeshire and Peterborough Additional Species of Interest. Presence of invasive species (including aquatic and terrestrial species) should also be identified.</p> <p>Particular attention should be given to:</p> <ul style="list-style-type: none"> • severance of wildlife corridors <ul style="list-style-type: none"> • cumulative impact from other developments, including double handing of translocated species and potential contribution to extinction of local populations of vulnerable species. • terrestrial invertebrate surveys to include Chesterton Sidings • botanical surveys to include assessment for arable flora, priority / irreplaceable habitat, watercourses and survey of Chesterton sidings • water vole mitigation to include long-term mink control • impact on commuting routes, foraging habitat & roost all bats for the entire scheme, including demolition / construction of rail bridge at Long Road, Cambridge and impact of night working • Identifying opportunity for incorporating wildlife sensitive design to old and new road / rail infrastructure (e.g. lighting and culvert design)

Specialism	Proposal aspect referred to	Comments
		<p>Biodiversity Net Gain (BNG)</p> <p>The Council expects the Cambridgeshire section of the scheme to deliver a minimum of 20% BNG, to help deliver Natural Cambridgeshire 'doubling nature'. As well as helping to meeting the 20% BNG goal of the Environmental Principles regionally agreed for the Oxford to Cambridge (OxCam) Arc development vision, which is also highlighted in the Greater Cambridge Biodiversity Supplementary Planning Document; and the requirement for 20% BNG within the North East Cambridge Area Action Plan and potential for emerging Local Plans in Greater Cambridge/Huntingdonshire to include 20% BNG. The methodology for the assessment of BNG should be shared with the Council and all relevant stakeholders so that it can be agreed at the earliest opportunity. The Council expects this to be based on the government's statutory biodiversity metric and guidance as set out in the Biodiversity Net Gain Planning Policy Guidance (unless superseded by specific guidance for NSIPs).</p>
Archaeology and Historic Environment	Whole project	<p>The construction of East West Rail will involve major ground disturbance on a wide transect through landscapes of considerable archaeological potential. The route traverses the Cambridgeshire claylands, where dense Iron Age and Roman settlement remains have been discovered to the south east of St Neots (such as at Wintringham Park and Loves Farm), and passes through areas of complex archaeological cropmarks, notably to the north of Cambourne. The Comberton to Shelford section will involve ground impact adjacent to several scheduled monuments (mainly later prehistoric and Roman settlement), the boundaries of which were decided on incomplete information nearly half a century ago. Significant remains were found and excavated along the line of the ongoing A428 Black Cat to Caxton Gibbet improvements, which East West Rail shares much of its route with. The Council believes the likelihood of encountering regionally and nationally significant archaeological remains along this route is high.</p> <p>The Council notes that geophysical surveys have and continue to be carried out on all areas of potential ground impact, and that intrusive (trial trenched) evaluation will shortly commence. Archaeological monitoring of GI works will also take place. Cambridgeshire Historic Environment Team (CHET) is supportive of this approach, so long as evaluative works cover all areas of likely significant ground impact, and as long as all results are available to support the DCO application and inform the ES chapter to enable the finalisation of a plan for mitigation.</p> <p>EWR and their archaeological agents have been consulting CHET on the scope and nature of the required archaeological evaluations, and The Council would expect them to continue to do so, and</p>

Specialism	Proposal aspect referred to	Comments
		to follow the advice given, as per relevant national guidance. The Environmental Report (para. 4.5.20) does confirm that this will be the case.
Landscape and Visual		<p>The Council would expect East West Rail to consult Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council on this matter regarding the site and any associated infrastructure that falls within the respective District Council's boundary.</p> <p>Notwithstanding the above, the Council has concerns related to the landscape and visual impacts from the proposal and therefore reserves the right to comment on this subject through technical working groups and future consultation, in particular where it relates to users of public rights of way.</p> <p>The Council is disappointed that limited information has been provided in the consultation materials in the form of cross-sections to demonstrate the impact of this key aspect of the proposals.</p>
Land Use, Quality, Soils and Agriculture		The Council reserves the right to comment on this subject through technical working groups and future consultation.
Minerals and Waste		<p>The Council, in its role as Minerals and Waste Planning Authority (MWPA) wishes to make comments on the following topics:</p> <ul style="list-style-type: none"> • Minerals and Waste Resource Requirements • Safeguarded Minerals and Waste Sites • Minerals Safeguarding Areas <p>The MWPA recognises that the project is at an early stage and is hopeful that many, if not all, of these comments can be addressed prior to submission of any application to the Secretary of State for determination. Please do contact the MWPA should you wish to discuss any part of this response.</p> <p>The Cambridgeshire and Peterborough Minerals and Waste Local Plan can be found on the County Council website:</p>

Specialism	Proposal aspect referred to	Comments
		<p>https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan</p> <p>Minerals and Waste Resource Requirements</p> <p>It is understood that the details of the project are still being formed. The MWPA would ask that details of the minerals and waste resource requirements are made available for consultation at an early stage, particularly in respect of aggregate and landfill requirements. There are a number of large-scale nationally significant infrastructure projects and other large developments in and around the Cambridgeshire area, (for example the Fens Reservoir Project), that are likely to place additional demand onto existing and planned waste and mineral resources.</p> <p>When preparing the Environmental Statement, consideration of the demand of other projects and the potential sources of aggregate and landfill should be documented, assessed and mitigated where possible.</p> <p>If borrow pits are being proposed, we would encourage early discussions with the MWPA so that restoration requirements are considered and can be fully set out in any application, with methods to secure ongoing involvement of the MWPA in monitoring and aftercare.</p> <p>Safeguarded Minerals and Waste Sites</p> <p>The Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) (MWLP) is the Minerals and Waste Local Plan for those authorities, and forms part of the development plan used in the determination of planning applications. When preparing the Planning Statement and Environment Statement, East West Rail should have regard to the MWLP.</p> <p>Whilst there will be several policies of the MWLP that are relevant, Policy 16 is of note at this time because it seeks to safeguard minerals and waste management facilities. It states that development within a Consultation Area (CA) will only be permitted where it is demonstrated that the development will not prejudice the existing or future use of the area for which the CA has been designated. This sits alongside paragraph 200 of the National Planning Policy Framework which sets out the 'agent of change' principle.</p> <p>The proposed Draft Consent Order Boundary lies within the Consultation Areas for the Cambridge Northern Fringe Aggregates Railhead, the Cowley Road Waste Management Site, and the Cambridge Waste Water Treatment Works; all of which are located in the Cambridge</p>

Specialism	Proposal aspect referred to	Comments
		<p>North East Fringe area. The Boundary also lies within the Consultation Area for a site known as 'South west of Addenbrooke's Hospital, between Robinson Way and Addenbrookes Road, Cambridge, Cambridgeshire'.</p> <p>As part of any Environmental Assessment, the effect of the proposed development on these safeguarded facilities should be considered. The Planning Statement will also wish to address whether the proposed development complies with Policy 16.</p> <p>Please note that Anglian Water are seeking to relocate the Cambridge Waste Water Treatment Works and full consideration of the impact of this and the stage at which the DCO is should be set out in the application.</p> <p>Mineral Safeguarding Areas</p> <p>As noted above, the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) (MWLP) forms part of the development used in the determination of planning applications and when preparing the Planning Statement and Environment Statement, East West Rail will wish to have regard to the relevant mineral policies in the MWLP.</p> <p>Whilst several policies will be relevant Policy 5: Mineral Safeguarding Areas, which seeks to prevent mineral resources of local and/or national importance being needlessly sterilised is of key importance.</p> <p>In various places the proposed route is within areas identified on the MWLP Policies Maps as Sand and Gravel Mineral Safeguarding Areas and Chalk Mineral Safeguarding Areas. Given that the extent of the project cannot avoid the Mineral Safeguarding Areas, the project should, in accordance with Policy 5, seek to either extract the mineral prior to development or failing that make best use of any mineral extracted. An assessment of the volume and extent of mineral lost should be documented in the Environmental Statement. Compliance with Policy 5 should be addressed within the Planning Statement. Methods to make best use of any material incidentally extracted as part of the development should be included in the Construction Environment Management Plan.</p>

Specialism	Proposal aspect referred to	Comments
Water Resources and Flooding	Surface Water and Flood Risk (LLFA)	<p>As the project is still in the early stages the Lead Local Flood Authority (LLFA) cannot comment on drainage details at this stage. A flood risk assessment and drainage strategy will be required. The proposed routing passes through numerous areas of localised flood risk, this includes the likes of Haslingfield and Comberton which have previously experienced localised flooding. In areas of high flood risk floodplain compensation may be required.</p> <p>One point to which attention should be drawn is to the location of construction compounds. Several villages are concerned with localised flooding which may be exacerbated by these compounds, it is recommended that temporary surface water drainage be included within the compounds. It is also recommended to consult the updated National Planning Policy Framework (NPPF) 2024. An emphasis on including sustainable drainage systems is encouraged and it is noted that a large number of attenuation ponds and wetland areas are proposed which the LLFA are supportive of. As no flood risk assessment has yet been provided, we would usually ask for the following in such a report:</p> <ul style="list-style-type: none"> - Existing and proposed impermeable areas - Flood Risk Assessment - Greenfield/ brownfield runoff rates - Drainage general arrangement plans outlining location/ diameters of all pipes/ infrastructure along with discharge points - Use of SuDS where possible. - Maintenance plans
Traffic and Transport		<p>Insufficient information at present. Comments will be made when the Transport Assessment and Construction Environmental Management Plan (CEMP) is available.</p> <p>The Council cannot comment on the validity of the modelling submitted thus far. It is expected that any model would be accompanied by a 'Local Model Validation Report' (LMVR) and a 'Forecasting Report' which would set out details of how the model is constructed, how it was validated and calibrated and the assumptions made for future year scenarios. From the information submitted, it would appear that key developments and highways schemes, which will impact the future scenarios, have been omitted from the model.</p>

Specialism	Proposal aspect referred to	Comments
		<p>On this basis, the Council would have to view any conclusions in the submission as to the potential impacts on the highway network with caution until further modelling has been submitted at the next stage of the process</p> <p>The Council will continue to work with EWR with regards to the modelling work required for inclusion in the Transport Assessment. This will include both construction and operational scenarios. The Council will also continue to engage with EWR where needed on design and access solutions for new stations and along the route of the railway. The Council reserves the right to comment on this subject through technical working groups and future consultation.</p>
Transport Strategy		<p><u>General comments</u></p> <p>This response focuses on the sections of route in Cambridgeshire and proposals close to the county boundary.</p> <p>There is a lot of information to review and limited time to do so, with the Christmas holidays falling in the middle of the consultation period. The Council may therefore have further comments to make at or before the Statutory Consultation that are not covered in this response.</p> <p>It is essential that EWR delivers tangible benefits for Cambridgeshire residents particularly in terms of door-to-door connectivity to the new railway given the limited number of stations along the route. The current door-to-door strategy is very high level, and the Council expects to see further detail and be fully involved in the development of proposals to ensure that door-to-door connectivity is given high priority as the project moves forward. New and existing railway stations along the route should have high quality connections by active travel and sustainable transport modes to local populations and be delivered as part of the DCO to ensure the scheme brings benefits for Cambridgeshire residents.</p> <p>The Council would like further information regarding the impact of level crossing closures, changes to junctions and road diversions on local bus services.</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council remains concerned about impacts of the proposed EWR route on health and well-being both during construction phase and when the railway is opened and operating, in terms of noise, vibration and community severance.</p> <p>The Council would like to see the full Business Case for East West Rail to better understand the full range of impacts of the scheme. Having access to the full Business Case would help the Council see the wider strategic context of the scheme and would help to provide evidence regarding the decisions taken when one option has been selected over another.</p> <p>Where the new railway goes through Cambridgeshire there are areas where the proposals will bring significant disruption to residents with limited benefits created for them if they are not served by an accessible station. Therefore the points made above regarding high quality active travel routes are key and there is also a need to highlight the benefits the railway will bring to those affected by it.</p> <p><u>Overarching Transport Policy and objectives</u></p> <p>The County Council is broadly supportive of the positions set out by England's Economic Heartland (EEH), Transport East, the Cambridgeshire and Peterborough Combined Authority (CPCA), and the other Cambridgeshire Host Authorities.</p> <p>The Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP) supports the principle of EWR. The Council's local transport policies also support the principle of EWR and the opportunities for improved travel by rail, with particular reference to the Huntingdonshire Transport Strategy (2023) and the Transport Strategy for Cambridge and South Cambridgeshire (2014).</p> <p>England's Economic Heartland supports the delivery of EWR as a fully electrified route</p> <p>The Council supports the strategic objectives of the EWR project:</p>

Specialism	Proposal aspect referred to	Comments
		<ul style="list-style-type: none"> • Improve east-west public transport connectivity by providing rail links between key urban areas across the Oxford to Cambridge region. • Stimulate economic growth, housing and employment through the provision of new, reliable and attractive inter-urban passenger train services in the Oxford to Cambridge region. • Contribute to improved journey times and inter-regional passenger connectivity by connecting with north-south routes and routes beyond Oxford and Cambridge. • Provide a sustainable and value for money transport solution to support economic growth in the area. • Meet initial forecast passenger demand and consider and plan for future passenger demand, making provision where it is affordable. • Maintain current capacity for rail freight and make appropriate provision for anticipated future growth. <p>The Council strongly supports the ambition of a net zero railway.</p> <p><u>EWR Eastern Section</u></p> <p>The Council supports the delivery of the EWR eastern section to extend EWR services to Ipswich and Norwich, for which Transport East are leading the business case development work. We welcome that the consultation documents state that the options to extend services further east of Cambridge and west of Oxford have been assessed to ensure that the current project does not create obstacles to potential future extensions. This also highlights the need for other vital rail projects to come forward to enable the full benefits of EWR to be released, including the Ely Area Capacity Improvements and Haughley Junction improvements.</p> <p>The Council would therefore highlight the need to actively address opportunities for achieving or safeguarding options for enhanced connections and service frequencies to the east of Cambridge as part of the development and delivery of the Bedford to Cambridge section of the EWR route.</p> <p><u>Active Travel</u></p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council very much welcomes the work currently being undertaken on the feasibility of end-to-end active travel provision in line with the railway corridor. This is a once in a generation opportunity to provide a high-quality active travel route that will connect villages and towns in the region and provide an important link between St Neots and Cambridge. Research on the Cambridgeshire Guided Busway has highlighted that having a segregated active travel route nearby incentivises more people to walk and cycle more often and, with e-bikes becoming more popular, people can travel much longer distances.</p> <p>Cycle parking at all new railway stations should be located close to entrances, covered and include at least 20% Sheffield stands. There should be provision for non-standard cycles which should be located closest to the station entrance (as these are used by those carrying children, bulky items or by those who have a disability) and should be signed/marked on the ground as such and have ground anchors or similar so that standard cycles are not parked in these spaces. All cycle parking should be covered by CCTV and be well lit. Cycle theft is often high at stations and a secure compound has been retrofitted at Cambridge North to provide improved security for regular users, and similar work is planned for the cycle park at Cambridge station. A proportion of the cycle parking at the new stations should be provided in a secure compound. A management plan will be needed for the cycle parking, including the removal of abandoned bikes and access to the secure compound (which should be made as easy as possible for users).</p> <p>Space should be provided for e-bike and scooter hire with appropriate signage. Where schemes do not yet exist space should be safeguarded at a suitable location. Station designs should comply with Cycle Rail toolkit 3 guidance from the Cycle Rail Working Group.</p> <p>Any lifts at stations should be big enough to accommodate cycles and steps should include wheeling ramps.</p> <p>All references to “footbridges”, should be changed to active travel bridges unless there is no demand for future use as part of an expanded cycle network. These must be</p>

Specialism	Proposal aspect referred to	Comments
		<p>designed to allow cycling without dismounting and minimise interaction between pedestrians and cyclists. Where appropriate (for example, where restoring an existing equestrian right of way), the design should also provide for equestrians. Underpasses should also be future proofed for active travel in terms of width and height and should be designed to be as open and inviting as possible for users.</p> <p>All new road bridges should include a shared use path to futureproof an expanded active travel network</p> <p>Any re-aligned roads should include active travel provision and any proposed junction improvements should consider active travel users, and infrastructure generally must be designed to LTN 1/20.</p> <p>As above, when considering cyclable distances for Door to Door Connectivity, e-bikes must be given significant weight in design considerations. Given that the project is 10 years away from delivery and that sales of e-bikes in many European countries already exceeds that of conventional bikes, it must be anticipated that e-bike ownership in the UK will be considerable by the mid-2030s. Even on e-bikes with current technology, 15 miles (approximately triple the distance that is normally considered cyclable) is achievable without significant effort in around an hour (which, given that the journey can be truly door-to-door without additional time to find and pay for parking and then to walk to the final destination, will for many people be similar to the door-to-door time taken for the same trip by car). Future e-bike technology is likely to increase this cyclable range.</p> <p><u>Train services</u></p> <p>The Council understands that EWR are proposing 4 trains per hour to stations in Cambridgeshire:</p> <ul style="list-style-type: none"> • 2 x Oxford to Cambridge • 2 x Stewartby to Cambridge (1 x Bletchley to Cambridge and 1 x Stewartby to Cambridge – consolidated stations on the Marston Vale Line)

Specialism	Proposal aspect referred to	Comments
		<p>The Council understands that these services will all stop at Tempsford, Cambourne, Cambridge South and Cambridge. The opportunity for turn-back capacity on the Cambridge to Ipswich line has also been proposed and this consultation response supports the provision of a new station to serve the east of Cambridge and development of the Cambridge Airport site, which is discussed in more detail below.</p> <p>The Council would like to understand in detail how the proposals will facilitate additional services (either EWR or existing) to stop at Cambridge North, and at the new Cambridge South station as well as a new station at Cambridge East, in the context of how platform capacity and turnback capacity will be managed in the Cambridge area with EWR. The Council also notes that there may be linked opportunities for current services to Cambridge from the south to be extended to Ely.</p> <p>Timings of services</p> <p>We note the intent to spread out EWR services equally through the hour, but that this will be dependent on other services on shared track sections, particularly the busy approaches to Cambridge and Oxford. Passengers should be able to rely on a consistent and frequent train service. The benefits of a regular clockface timetable are well understood and would be the Council's strong preference.</p> <p>It is anticipated that EWR trains would run a passenger service between the hours of 06:00 and 00:00 (midnight) from Monday to Thursday, 06:00 and 01:00 on Friday and Saturday and 07:00 to 23:00 on Sunday, with fewer train movements outside of these hours for essential empty train stock moves, limited freight and maintenance, in line with the rest of the national rail network.</p> <p>Extending EWR services east of Cambridge or west of Oxford is not currently in the remit of EWR. The Council supports the proposals for EWR eastern section and extension of services to Norwich/Ipswich. Additionally, the Council supports connections west of Oxford.</p>

Specialism	Proposal aspect referred to	Comments
		<p>Interchange with other rail services at stations along the route should be timely, efficient and stress-free. Particularly, there should be well-timed interchange between EWR services at Tempsford and East Coast Main Line services. The Council would like to understand in more detail how the interchange with the ECML at Tempsford will operate.</p> <p>The Council would not want to see any reduction of Thameslink Great Northern stops at other stations on the East Coast Main Line including St Neots and Huntingdon to accommodate stops at Tempsford. Similarly, we would not wish to see any reduction in East Coast services stopping at Peterborough and Stevenage if stops at Tempsford were proposed for these services. The Council would welcome further discussion of timetabling if any such proposals are to be considered.</p> <p>Cost</p> <p>To ensure that EWR is well used it is vital that the services are affordable to local residents and also that services are reliable, convenient and efficient. Transport Focus's work provides useful insights into what rail passengers want from rail services and top issues are, price of train tickets offering value for money, reliability and punctuality, and sufficiently frequent trains¹.</p> <p>Future demand</p> <p>The Council would like to understand in more detail how EWR have considered future rail demand in the development of the project overall. If demand increases above the current four trains per hour will the infrastructure proposed suffice or will more works be needed? Given the level of investment and the construction disruption the project is likely to bring, it is vital that EWR is fit for purpose for several generations. This one reason that the potential for connections further east of Cambridge and west of Oxford require consideration at this time.</p> <p>Journey times</p>

¹ <https://www.transportfocus.org.uk/news/back-to-basics-what-passengers-want-from-rail-services/>

Specialism	Proposal aspect referred to	Comments
		<p>In terms of journey times between key destinations when comparing road and rail it is unclear if the compared journeys have the same origins and destinations – for example are these station-to-station or door-to door journeys. Whilst door-to-door comparisons may make car travel appear relatively more attractive in terms of journey time than rail they also amplify the need for attractive door-to-station and station-to-door connections to support the aims of the EWR scheme. This shows the importance of high-quality access to stations by active travel. The Council also notes that reliability of journey time is typically as or more important than fastest journey time for many trips.</p> <p><u>Powering of trains</u></p> <p>The Council has previously raised concerns about the environmental impacts of a diesel traction railway and therefore welcomes the principle of discontinuous electrification – part overhead line equipment / hybrid battery-electric powered trains. However, the Council's preference remains a fully electrified railway, with the key ambition for net zero passenger services.</p> <p>The Council would like further detail on hybrid battery trains as they are a relatively new technology, and particularly which sections of the route would require Overhead Line Equipment. The Council also requires further information on how discontinuous power would work for freight trains. The council understand that full electrification would bring greater benefits to freight services as locomotives powered by electricity have greater acceleration and therefore would have less impact on capacity on the rail network.</p> <p>With achievement of a net zero railway being reliant on the electrification of numerous aspects of the operation, such as heating through to electric vehicles. The Council would like to understand further how EWR have engaged with industry partners to ensure there is the electrical power capacity available for the railway and ancillary works and operations. The Council is pleased to see that conversations have been started in this area.</p> <p><u>Stabling of trains/ train maintenance depots/ infrastructure maintenance depots</u></p>

Specialism	Proposal aspect referred to	Comments
		<p>Currently there is not enough detailed information to assess the impacts or the proposed train maintenance and infrastructure maintenance depot and stabling of trains. Given the potential impacts of these the Council would wish to work closely with EWR as proposals are further developed.</p> <p><u>Freight</u></p> <p>The East West Rail Central Section should have active provision for electrically powered freight services, including track capacity to enable freight operation without adversely impacting on passenger timetables.</p> <p><u>Traffic and transport impacts</u></p> <p>Work is taking place between the Council and EWR to model and understand the impact of the railway on the local transport network.</p> <p>Digital</p> <p>The Council requests that EWR take advantage of the opportunity to increase digital connectivity along the proposed route. This should include provision of ducts and a fibre optic spine along the length of the route with connections to local networks at appropriate points.</p> <p>Construction impacts</p> <p>The Council would like ensure that lessons have been learnt from the construction experience in Buckinghamshire². EWR need to ensure that residents and Council assets are not adversely affected by the construction of EWR.</p> <p>The Council would like to understand more about how the construction traffic routes would be strictly controlled. Potentially HGV traffic could be tracked by GPS with KPIs in place for EWR contractors to ensure routes that are agreed are kept to and with compensation to local areas if vehicles did not keep to the routes.</p>

² <https://www.newcivilengineer.com/latest/buckinghamshire-council-details-significant-damage-to-roads-from-east-west-rail-hgvs-02-02-2024/>

Specialism	Proposal aspect referred to	Comments
		<p>Without more detail, it is hard to know what the impact both during construction and operation will be. Potentially standard could be in place regarding diversions and levels of delay. For example, it a standard could be agreed between the Council and EWR saying that diversion of NMU routes will be limited to a set distance. There could also be a standard put in place to limit delays caused temporary traffic lights. The council would welcome suggestions from EWR for consideration.</p> <p>In terms of the operation of the railway we would want the impact on rail users to be as limited as possible. Something that is always mentioned is weekday vs weekend closures. We have yet to see this be fully explored by the rail industry and this is something we would like to see put in place. Replacement bus services should be seen as a last resort and should be managed much better than they currently are by providing the best quality of service with limited wait time whilst interchanging between road and rail. Rail passengers should be provided with lower fares when having to use replacement bus services given the added inconvenience and time to their journey. The needs of all are required to be considered noting that some may find it easier to travel by rail than coach/bus and may not even be able to board a coach/bus that has stairs. The impact of those taking longer journeys in the construction period needs to be considered and minimised.</p> <p><u>Operational impacts</u></p> <p>At the moment there is not enough information to fully consider the operational impacts but these will need to be fully assessed. Noise is a key impact both along the new railway and where EWR will lead to an increase in services running on the existing railways this needs to be fully understood. The visual impact of the new rail line is also key and how this impacts people's visual amenity and wellbeing. Community severance and the impact of this needs to be fully assessed.</p> <p><u>Infrastructure sections</u></p>

Specialism	Proposal aspect referred to	Comments
		<p>Roxton to east of St Neots.</p> <p>Starts page 238 of technical report</p> <p>This section of EWR runs between Roxton and east of St Neots, which is approximately 10km (6 miles) long, beginning at South Brook, north of Roxton and Tempsford, and running to the east of Little Barford and St Neots. It ends where the B1428 Cambridge Road joins the existing A428 at the roundabout east of St Neots.</p> <p>The Council supports the principle of a new railway station on the proposed EWR route at Tempsford.</p> <p>The Council notes that both Tempsford station options would sit at the northern edge of the proposed wider Tempsford development and therefore both would require comprehensive door-to-door connectivity to serve any new development and wider local community effectively.</p> <p>Local connectivity to/from the new station at Tempsford from St Neots and local area by active travel is a priority. The Council believes the EWR scheme should include provision for access to the new station by active travel and public transport from the surrounding villages and the town of St Neots to provide real benefits to the local population.</p> <p>The Council would like to see seamless interchange with ECML services at Tempsford for onward travel south to London and north to Peterborough and beyond.</p> <p>The Council would expect to see the following facilities at the new railway station.</p> <ul style="list-style-type: none"> • Full accessibility • Active travel links • Secure cycle parking • Public Transport services/connections • Appropriate levels of car parking • Cycle hire

Specialism	Proposal aspect referred to	Comments
		<ul style="list-style-type: none"> • Travel information • Travel/mobility hubs • Last mile connections • Ticket offices • Carbon positive building <p>Temporary Rail Logistics Hub - The Council supports the principle of transporting construction materials via rail and wishes to be consulted on impacts of this in terms of noise, dust and traffic impacts. The Council and local communities needs to be involved in the preparation of the Draft Code of Construction Practice.</p> <p>Wintringham (St Neots East) Station</p> <p>The Cambridgeshire and Peterborough Combined Authority has advocated for a new station east of St Neots (Wintringham) as part of the scheme in its response to this consultation. The County Council considers that there is a logic to this suggestion in local transport terms and that an additional station to the east of St Neots would be more accessible for passengers in St Neots wishing to make east-west trips than either a journey from the town to Tempsford on the A1 or the local transport network, or by a rail trip from St Neots on the East Coast Main Line. It can also be noted that while Tempsford is a location for growth, St Neots is the largest town in Cambridgeshire (only exceeded in size by the cities of Cambridge and Peterborough), is itself continuing to grow, and is part of Cambridge's commuter belt as well as London's. Cambridgeshire County Council therefore supports this proposal.</p> <p>Croxton to Toft</p> <p>Starts at page 275 of technical report</p> <p>This section of the route is approximately 19km (12 miles) long. It begins at the roundabout east of St Neots, running north of Cambourne and the new dual carriageway being constructed by National Highways (which will be renumbered A421 when opened),</p>

Specialism	Proposal aspect referred to	Comments
		<p>before crossing the current A428 / future A421 at Highfields Caldecote and ending at the B1046 between Toft and Comberton.</p> <p>The new road/roundabout alignment at Cambridge Rd should include active travel provision, connecting to the existing network in Wintringham, Loves Farm and beyond as well as to the new A428 junction NMU provision.</p> <p>The two proposed PRow bridges to the west of Cambourne Station should link better to the station and to the proposed bridge over the A428 into Cambourne. This bridge links to an existing unsurfaced path which connects to Back Lane which should be upgraded to a sealed surface. The bridge and all infrastructure should be LTN 1/20 compliant and splayed sides (such as on Cambridge's Chesterton bridge) could be considered to extend useable width for cyclists. With the potential development of land north of Cambourne the bridge and links either side should cater for future use and so should be 5.5m wide with segregated provision for people walking and cycling. Upgraded active travel connections are needed to and in Cambourne for onward routes to the Business Park, Village College and the Cambourne to Cambridge busway Active Travel provision.</p> <p>As well as to the station the Knapwell footpath 5 overbridge should link (by means of an improved crossing of St Neots Rd) to the existing crossing of the A428 slip road and shared path network in Cambourne to facilitate onwards active travel into the western side of Cambourne.</p> <p>Civil parking enforcement in South Cambs will need to be taken into account when developing plans for car parking at the proposed Cambourne railway station.</p> <p>There will need to be an active travel interchange with the CtoC active travel path near Hardwick, where the two routes cross. This is an opportunity to provide an Active Travel route from Hardwick directly to Comberton Village College continuing the proposed maintenance access road running parallel to Hardwick Rd/Main St north to link to the proposed Greenways route and continuing the lineside maintenance track to the B1046.</p>

Specialism	Proposal aspect referred to	Comments
		<p>Cambourne Station</p> <p>The Council welcomes and supports proposals within the EWR consultation for a new station at Cambourne. The Council also notes and welcomes information pertaining to ensuring any new station is designed and delivered to a specification which promotes and facilitates connectivity by all modes, particularly non-motorised modes, to surrounding communities, and not just those adjacent to the station itself and the design spec outlined in section '3.8.3.1 Stations'.</p> <p>The Council notes the proposed location of Cambourne station to the north of the current A428, with a NMU footbridge included to connect Cambourne to the station to cross over the A428 and St Neots Road. The Council would remind EWR of the requirements set out in the technical report to facilitate access by NMU and to consider travel needs of the local community. Therefore, any bridge or crossing should accommodate easy access for those 'wheeling' (wheelchairs, cycles, push chairs etc.) between Cambourne and the station, as well as those walking. This should be replicated at the station itself both in terms of access to the station building, the platforms or any crossing points. Good examples of this exist at Cambridge Station where lifts and cycle access/movement on the stairs are provided.</p> <p>The Council notes the EWR report stating an active travel hub and car park would be provided. This should be accompanied by sufficient space for bus and taxi access to encourage non-car modes and public transport interchange. Secure and convenient cycle parking should also be included. Segregation of car and non-car modes as they access the station should be achieved as far as possible. The station design should account for the potential for access from the north as well as the south.</p> <p>Furthermore, The Council would urge EWR to work alongside Local Authorities on the level of car parking provided at Cambourne Station. As stated above, the new station should benefit from facilities which promote use of active travel and public transport interchange in the first instance but also note that for some, car parking will be required. It is important that the new station does not promote significant increases in short car</p>

Specialism	Proposal aspect referred to	Comments
		<p>journeys in the local area. It is likely that some form of civil parking enforcement will be required around the areas close to the new station to prevent unsociable parking issues and will need to be taken into account when developing plans for car parking at the proposed Cambourne railway station.</p> <p>Integrating EWR with Transport Network</p> <p>The Council notes that EWR proposals only include provision for one station between Cambourne and Cambridge, however would remind EWR that the proposed new route of the railway would pass between a number of villages between Cambourne and Cambridge. These villages are currently underserved by high quality public transport and although some active travel links exist or there are proposed new links through the GCP programme of works (such as Greenways and Cambourne to Cambridge busway), there is significant scope to increase active travel and public transport mode share further by connecting these villages to the new rail station at Cambourne with high quality infrastructure. It is also noted within the technical report that:</p> <p><i>“Door-to-door connectivity is an approach that considers the travel needs of people from the very start of their journey until they reach their destination. This applies not only to those journeys involving rail travel, but also to journeys within the communities that EWR would serve”</i></p> <p>It would therefore seem reasonable for EWR to strongly consider providing or working with the Council/GCP/CPCA to help provide significant upgrades in public transport and active travel links between the villages that would look towards a new station at Cambourne. Links to the existing and proposed transport network, in particular those in the GCP programme of works such as Cambourne to Cambridge and the Greenways, should also be a high priority.</p> <p>Link to Growth Proposals and Local Plan</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council strongly encourages EWR to continue to work closely with Local Authorities with regards to how EWR will benefit and interact with both existing and also the proposed new communities and developments in the Local Plans.</p> <p>Both the existing adopted Local Plan for South Cambridgeshire and the new Local Plan for Greater Cambridge that is in development include significant developments close to the proposed EWR route between Cambourne and Cambridge. None of these developments require EWR in order to be delivered, however all are likely to benefit from EWR. Predominant movements for employment and keys services from the Cambourne area are towards Cambridge. Cambridge itself is also set to see large scale growth in employment, housing and other key services over the Local Plan period and this is likely to drive demand for travel higher. The Council would urge EWR to work closely with local authorities to capture these benefits.</p> <p>The Council notes that where the new railway passes close to/through the new development at Bourn Airfield (included in the current adopted South Cambridgeshire DC Local Plan) and the A428 a new cut and cover tunnels is proposed to minimise impact. The Council welcomes proposals to minimise impacts on the environment and on communities, but would emphasise the concerns related to the use of construction techniques and severance of any barbastelle bat commuting (see page 14 of this response). The Council urges EWR to work closely with local authorities on these proposals to ensure they are adequately sensitive to ecologically significant sites and tie in with the design of the development. In particular with regards interacting with transport and access proposals and linking to the existing and planned transport networks.</p> <p>Comberton to Shelford</p> <p>Starts at page 301 of technical report</p> <p>New railway lines would be constructed between Comberton and Harston, a section of approximately 10.7km (6.7 miles). EWR would then use an existing section of railway</p>

Specialism	Proposal aspect referred to	Comments
		<p>from the proposed grade separated junction near Harston (referred to as Hauxton Junction), where it would join the existing Shepreth Branch Royston line (SBR). From Harston it is around 3.6km (2.2 miles) to SBR's junction with the West Anglia Main Line (WAML). North of Great Shelford, the WAML would be reconfigured, with two new tracks to be installed alongside the existing two track WAML corridor into the currently under construction Cambridge South Station.</p> <p>The new railway would travel close to Comberton Village College. The Council is concerned about noise, vibration and air quality impacts for pupils at the school both during construction and operation of the railway.</p> <p>The Council is working on improving the Toft to Comberton shared path alongside the B1046, and provision for this should be accommodated by the new proposed overbridge.</p> <p>As with the Croxton to Toft section, the Council reminds EWR that there are several villages in this section of the proposed route that are impacted by EWR but do not benefit from a station, whilst also suffering from an existing lack of connectivity to key services by public transport. It would therefore seem reasonable for EWR to strongly consider providing or working with the Council/GCP/CPCA to help provide significant upgrades in public transport and active travel links between the villages that would look towards a new station at Cambourne and towards Cambridge. Links to the existing and proposed transport network, in particular those in the GCP programme of works such as Cambourne to Cambridge and the Greenways, should also be a high priority.</p> <p>Linking and extending some of the proposed access roads, between Comberton and Harlton Road would enable active travel routes between the villages of Eversden, Haslingfield and Comberton Village College with additional connections to Harlton via Washpit Lane if an off-road link between the re-aligned Comberton Rd and Washpit Lane were provided.</p> <p>Crossing of A603 and realignment of connecting roads</p>

Specialism	Proposal aspect referred to	Comments
		<p>The notes the proposal for Comberton Road and Washpit Lane to be slightly diverted and a new junction with the A603 created for each. With regards to Comberton Road, CCC notes that the current junction between Comberton Road and the A603 provides poor visibility for those travelling south on Comberton Road and wishing to turn on to the westbound carriageway, due to the angle of the junction where fast moving traffic on the westbound carriageway of A603 approaches from over the shoulder of driver. CCC would urge EWR ensure any junction designs for the diverted Comberton Road offer improved visibility for drivers.</p> <p>The Council welcomes proposals for the part of the new railway line to travel through a tunnel at Chapel Hill, Haslingfield to reduce visual and landscape impacts, but wishes to continue to engage on construction impacts in this area.</p> <p>The Council notes the proposal for the realignment of the A10 coming into Harston from Foxton on a bridge over the new railway line. The Council is concerned about visual impacts of the new bridge.</p> <p>The Council notes the proposed level crossing closure at Station Road, Harston and remains concerned about local connectivity, access to Harston and Newton Community Primary school which serves both villages, and other community severance issues between Harston and Newton. The Council therefore strongly supports the implementation of a new pedestrian/cycle bridge close to Harston level crossing. From an active travel standpoint, option 4 is much more preferable to option 1 as it would provide a safe active travel link between the two villages. To encourage active travel we would question the need for the vehicular link across to Station Rd or whether a bus only link could be considered.</p> <p>The existing track bed of the redundant section of the Shepreth Branch Line could be used for non-railway purposes. Options include a footpath or to provide road connectivity. The Council would like to engage further on this issue to maximise benefits for active travel and connectivity in the area.</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council notes proposals for a grade separated rail junction south of Harston, to be known as Hauxton junction. The Council wishes to continue discussions regarding the visual impacts of this proposal.</p> <p>The Council acknowledges the proposal for the realignment of London Road. The Council has concerns about the visual impacts of the proposed overbridge.</p> <p>There is a very obvious demand for active travel along London Rd with a well worn track along the verge and high quality provision should be incorporated into the design. To avoid a long detour for pedestrians, consideration should be given to providing a transition (steps) between London Road and Shelford Road.</p> <p>The Council notes the proposed Hauxton Road, Little Shelford level crossing closure and the proposal to divert traffic via a new road bridge over the railway east of the current Hauxton Road level crossing. The Council strongly supports the inclusion of a foot/cycle bridge over railway close to the existing Hauxton level crossing to maintain local connectivity by active travel and reduce community severance in the Little Shelford area.</p> <p>The Council is concerned about impacts on local and/or school bus service provision due to the proposed level crossing closures in the area. Further information on potential impacts is required.</p> <p>The Council would like to understand any impacts on waiting times for traffic at Foxton level crossing due to EWR.</p> <p>The Council welcomes the proposal for the Shepreth branch junction with West Anglia Main Line to remain at grade rather than being a grade separated junction as proposed in the 2021 consultation.</p> <p>The Council would like further information on any impact of track works on the DNA cycle path between the Cambridge Biomedical Campus and the Shelford's parallel to the</p>

Specialism	Proposal aspect referred to	Comments
		<p>WAML and the Greater Cambridge Partnership's Cambridge South East Transport scheme (CSETS).</p> <p>Cambridge</p> <p>Starts at page 375 of technical report</p> <p><u>Four tracking</u></p> <p>The route into Cambridge would involve four tracks between Cambridge South station and Cambridge Station. Cambridge South station is being constructed with four tracks and platforms.</p> <p>As part of this four tracking the Long Road bridge would need to be rebuilt to accommodate the extra tracks. Long Road is part of the Cambridge Ring Road and is a key route into the Cambridge Biomedical Campus, including the Addenbrooke's, Papworth and Rosie Hospitals. EWR will need to ensure that the works to rebuild the bridge are managed to minimise disruption on the local transport network and on blue light routes. It should be noted that the options for pedestrians and cyclists to cross the railway if transit over Long Road bridge were not possible are the Busway Bridge 550 metres to the south or the Hills Road Bridge around 1.25km to the north.</p> <p>The Council requires detailed information on how works to replace Long Road bridge would be undertaken, including how provision for traffic, public transport and active travel users will be maintained on Long Road during the works; and how access will be maintained for properties, businesses, Long Road Sixth Form College and the Cambridge Biomedical Campus.</p> <p>Steps should be provided from the guided busway path to Long Road to avoid Long Road students having to scramble up the bank.</p> <p>On the approach to Cambridge Station, The Busway alignment converges with the railway. The Council needs further information regarding any possible disruption to</p>

Specialism	Proposal aspect referred to	Comments
		<p>busway services and the parallel pedestrian and cycle route during the construction phase, and notes that the Busway operation has the benefit of a Transport and Works Act Order, not standard highway protocols.</p> <p><u>Cambridge Station</u></p> <p>Significant overcrowding is experienced at Cambridge station due to the high number of users, particularly in the main station building and the overbridge to access platforms 7 and 8. The Council wishes to continue to engage in discussions regarding overcrowding issues and the Heritage Impact Assessment of Cambridge Station.</p> <p>The Council notes the proposals for the western gate line to be expanded, provision of an additional platform and extensions to platforms 7 and 8 to provide capacity for EWR services. Cambridge Station is a listed building, and this will need to be taken into consideration as proposals are developed.</p> <p>Regarding the upgrades to accommodate EWR in Cambridge station we would want these to be the most future proofed they can be and to provide the most operational flexibility. For this reason, the council believe that option G+ is the best. However, we would like to understand more around this and the decision regarding upgrading the Newmarket Branch vs Cambridge station or Cambridge North, or even an upgrade further north for example at Ely.</p> <p>The council needs to fully understand the decision-making process around this and with the material currently provided this is not possible. It should be noted that opportunities such as provided by EWR to massively improve all aspects of the operation of stations like Cambridge are rare, and it is vital that these opportunities are maximised and are future proofed. There is a need to consider future rail operations so that costly and disruptive works are not required for a significant amount of time after the EWR central section has been constructed.</p> <p>Cambridge Station - Eastern Access</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council notes that there are currently no proposals within the non-statutory consultation to create an eastern access to Cambridge station. Currently the sole access to Cambridge station is via the main station building on the western side of the tracks and whilst increasing the size or further improving the efficiency of the existing space used is beneficial, the Council would strongly support additional access and ticket purchasing facilities to the east of the current tracks. However consideration of an eastern access does need to be made alongside consideration of proposals for a station in the east of Cambridge which is discussed further below.</p> <p>The railway itself creates a significant severance barrier to those wishing to access Cambridge station and those users coming from east of the railway line have a reasonably lengthy process of crossing the railway using either the main road bridges on Hills Road or Mill Road, or by using the Carter Bridge (pedestrians and cyclists only). As an illustration, the Council notes that from Davy Road on the east of the railway it is a little over 160m by foot to the railway boundary, but it is around a 770m walk to access the station building on the west of the railway.</p> <p>As stated, the station suffers from peak time overcrowding on platforms and in the ticket hall, and although improved since the development of the station square, traffic/vehicle congestion can still be an issue in the taxi / drop off facility outside the station.</p> <p>Proposals within the EWR consultation may provide additional capacity, however, there would be benefits from opening up the eastern side of the railways tracks to access and ticketing to further enhance capacity by spreading the load of passengers more evenly. Convenient access and connectivity for all users is very important in attracting people to rail, something which would certainly improve with a new eastern access and is supported by local transport policy, including the Combined Authority Local Transport and Connectivity Plan (2023) and Cambridge Local Plan (2018).</p> <p>Furthermore, as part of the Chisholm Trail works undertaken by the GCP in the last few years, discussions were held about creating an eastern access point to the station, via the 'green route' that was safeguarded during the planning process for the Rustat</p>

Specialism	Proposal aspect referred to	Comments
		<p>Road/Avenue development (in the early 2000s). This land currently provides an active travel link between Rustat Road at the Davy Road junction and Clifton Road.</p> <p>The Council would urge EWR to look again at this possibility and work together to deliver this sustainably, with consideration for local residents and businesses who suffer existing parking issues related to Cambridge station.</p> <p>The Council believes that a new eastern access could address overcrowding issues and to encourage and facilitate improved access to the station by active travel from the east of the city. A new bridge (fire escape) across all platforms is contained in the proposals – could this be extended/used to a new eastern access?</p> <p>We would also ask that a direct connection to the cycle park from the existing station footbridge be considered if works to an eastern access are taken forward.</p> <p>Double tracking to the east of Cambridge Station (Newmarket line), and potential for a new station in the east of Cambridge</p> <p>The scheme proposes to double track the railway line towards Cherry Hinton for a train turnback area. It will not impact on the level crossing at Cherry Hinton.</p> <p>The Council believes that double tracking may help the case for enhanced rail services between Ipswich, Bury St Edmunds, Newmarket and Cambridge. It is key that anything changes made on this line do not prejudice future provision of increased service levels on this line.</p> <p>The existing underbridge on Coldhams Common (where the Chisholm Trail goes under the railway) should be improved to increase headroom and width.</p>

Specialism	Proposal aspect referred to	Comments
		<p>The reconstruction of the foot/cycle bridge on the Tins path needs to tie-in with the Greater Cambridge Partnership Fulbourn Greenways proposals.</p> <p>There would be major benefits of extending the double tracking to Six Mile Bottom. This would have the benefits of allowing for two or more trains per hour in each direction east of Cambridge (and to Ipswich subject to the upgrade at Haughley) and also permit freight trains sooner rather than later. It would make sense to undertake work on this line at the EWR for numerous reasons, not least of which is maximising the benefits achieved from the disruption during the construction phase for the EWR proposals.</p> <p><u>New Station east of Cambridge.</u></p> <p>While EWR proposes the use of the Newmarket Line for turnback of trains, the Council considers that there would be very significant benefits delivered by provision of a new station on the Newmarket Line to the south of Cambridge Airport in terms of:</p> <ul style="list-style-type: none"> • sustainable transport capacity for new and existing trips in the east of the city • mitigating against increases in passenger numbers increasing congestion and crowding in Cambridge Station • increased rail passenger numbers and associated income to the rail industry. <p>The Council further considers that this station should be included in the EWR scheme DCO application, and would support, with local partners, the investigation of options for local contributions from development in the area that would directly benefit from such provision in mitigating their transport impact.</p> <p>We would request that if such provision is not included in the EWR proposals, that no works are undertaken that would prejudice such provision in future.</p> <p><u>North of Cambridge Station</u></p> <p>The Council considers it vital that continued discussions are held regarding the impact of EWR on Fen Road level crossing and strongly supports the development of a solution to</p>

Specialism	Proposal aspect referred to	Comments
		<p>improve safety at this busy level crossing. The Council would like to see the number of trains using Fen Road crossing increase given increasing travel demand from growth on the rail corridor to the north of Cambridge and therefore a solution is required to address the impact that this will have on Fen Road level crossing.</p> <p>Cambridge North</p> <p>At Cambridge North station, EWR are planning to modify the track layout to allow for some existing train services from the north to terminate there during our construction works at Cambridge station. However, the consultation document states that EWR services would not serve Cambridge North. Not serving Cambridge North is potentially a missed opportunity of EWR. The Council would like to understand in more detail the options for services, whether from EWR or existing rail operators, to utilise platform / turnback capacity at Cambridge North.</p>
Highways Development Management		<p>All roads, junctions and footways must be designed and laid-out in accordance with The Council's General Principles for Development (here) and the suite of documents contained with the DMRB for complex infrastructure and constructed in accordance with The Council's Housing Estate Road Construction Specification (here).</p> <p>For construction works not covered within the aforementioned documents then the Design Manual for Roads and Bridges (DMRB) and the Specification for Highway Works (SHW) as contained within the Manual of Contract Documents for Highway Works (MCHW) shall be used.</p> <p>All materials used within the extent of the proposed highway shall be in accordance with the Housing estate road construction specification, <i>and any non-standard materials would be subject to the express approval of the Highway Authority and will be subject to a commuted sum, as detailed under our Commuted sum policy (adopted County Policy).</i></p> <p>New embankments to structures shall not be designated as highway under S278/S38 process. When required for the structural integrity of the adoptable highway, the land title</p>

Specialism	Proposal aspect referred to	Comments
		<p>shall be transferred to Cambridgeshire County Council, with highway designation only being applied to the carriageway, footway or cycleway, with an appropriate width of maintenance strip provided behind any kerbing or edgings.</p> <p>All Traffic Signs and Carriageway Markings within the extent of the public highway, and any roads that are to become adopted public highway, shall be in accordance with The Traffic Signs Regulations and General Directions 2016.</p> <p>The information currently available does not provide enough information or detailed design/construction information to enable detailed commentary. General data has been provided for potential new road link locations but more detail is required as to the design, construction and status of these in order to determine how this impacts the Local Highway Authority network. There is also limited design detail regarding how each bridge/underpass/tunnel etc will affect the existing extent of the highway maintainable at public expense.</p> <p>The verified physical extent of any public highway should be acquired from Cambridgeshire County Council's Highway Records Team in the form of a 'detailed' Search to inform the assessment and designs/ siting of accesses/ achievement of mitigation measures etc: note that not all features form part of the public highway (i.e. ditches/ drains do not usually form part of the public highway but are in riparian ownership).</p> <p>A link to more information is available here: https://www.cambridgeshire.gov.uk/business/highway-searches or contact the Highway Records team via Searches@cambridgeshire.gov.uk. Please note the provision of highway extent information is a chargeable service.</p> <p>The Local Highway Authority welcomes early and ongoing engagement throughout the consultation and DCO application process, and requests early agreement key information including design standards. The Council notes that it will be seeking appropriate protection for it's assets through Protective Provisions, commitments in the Development Consent Order, and legal agreements. This is expected to cover existing highway assets, Rights of</p>

Specialism	Proposal aspect referred to	Comments
		<p>Way, damage to roads, and current and future projects including the Busway and proposals being brought forwards by the Council, and the Greater Cambridge Partnership</p> <p><u>There are several design guides that can be shared with EWR that are either published or in development, which cover active travel and Rights of Way. The Council would be happy to discuss this further.</u></p>
Public Rights of Way (PROW)		<p>General Comments</p> <p>All locations where PROW's pass under the new railway, or beneath any other new structure, must be assessed for the risk of flooding. No PROW should be subject to an increased risk of flooding as a result of the development. All underpasses must also ensure a welcoming environment for PROW users by achieving or exceeding minimum height and width requirements. If a PROW is to be diverted through an underpass adjacent to a watercourse, as at Hen Brook, West Brook and other locations, any design must also incorporate safety measures appropriate to the type of lawful user of the affected PROW.</p> <p>Clarity is requested regarding the provision of non-motorised user (NMU) facilities alongside new/diverted local roads. Does the applicant intend to provide NMU facilities on all new/diverted local roads? If so, which user types will be accommodated by the design? The Council requests all roadside NMU provision to be suitable and accessible to all NMU types, unless there is demonstrable reason not to do so.</p> <p>Where part of a PROW diversion route involves non-motorised users (NMUs) being discharged onto a road for any distance, a roadside NMU path should be provided to ensure vulnerable users are safe and are not forced to walk/cycle/ride in the carriageway.</p> <p>Terminology used on drawings needs to be consistent and must reflect the correct legal status of the relevant PROW. For example, Route Section 6 Sheet 4 shows a 'proposed Knapwell Footpath 5 overbridge'. This bridge also appears to be the only possible diversion route for the nearby Elsworth Bridleway 4, and therefore the bridge should be identified as a bridleway and the structure should be designed to accommodate bridleway traffic. Issues such as this across the scheme to be reviewed and corrected where required.</p>

Specialism	Proposal aspect referred to	Comments
		<p>The Council expects any new or diverted PROW that are included in Development Consent Order (DCO) documents to be delivered on the precise alignment shown in the appropriate drawings. However, it is requested that the drafting of the DCO and associated drawings should include limits of deviation for the construction of new PROW. The Council has obtained Counsel advice on this matter: where PROW are not constructed on the same alignment as what is specified in a DCO, the legal event for bringing them into being is considered nullified. Furthermore, this also serves to nullify the associated stopping up of any PROW which are required to be closed for the construction of the railway. The outcome is that a second legal event is required to bring new PROW into existence and to extinguish PROW severed as a result of construction. The addition of limits of deviation for PROW to the DCO will help to prevent additional legal and administrative work from being required should on-site restrictions necessitate construction of PROW on different alignments.</p> <p>CCC requires clarification of proposed temporary PROW diversion routes to be used while construction is underway. Any diversion route should be as direct as possible and maintained by the undertaker. Construction traffic and NMUs should only share space where it is demonstrably safe to do so. Temporary diversions onto the road network should be minimised – any egress of PROW diversions onto roads must be safe. The Council requests engagement with regard to measures for PROW diversions and temporary closures that will be incorporated in the emerging Construction Traffic Management Plan. Impacts of construction on PROW must also be minimised and offset: pre-commencement surveys and measures to restore paths to original condition are required.</p> <p>The Council requires an understanding of the landscape and visual impact of the railway on visual receptors who use the local PROW network. The Council requests involvement in the selection of representative viewpoints for any visual impact assessment. The railway will present a permanent change to the landscape and this has the potential to negatively impact upon users' enjoyment of local PROW. Where negative impacts are demonstrated, The Council will seek appropriate mitigation measures to be implemented by the undertaker.</p>
Public Rights of Way (PROW)	Route Section Plans	The Route Section Plans available at eastwestrail.co.uk/consultation2024/route-section-plans have been reviewed to determine the possible effects of the development on PROW

Specialism	Proposal aspect referred to	Comments
	eastwestrail.co.uk/consultation2024/route-section-plans	<p>based on the information available. We have the following initial comments on these plans:</p> <ul style="list-style-type: none"> • Section 5 Sheet 3 Option 1C. Hen Brook underpass. Existing flooding issues should be mitigated as far as possible. The Council cannot accept any design that would result in flooding of the PROW becoming worse or more frequent. • Section 5 Sheet 3 Option 1C. Proposed Abbotsley FP 17 overbridge. This bridge is in very close proximity to the new bridge that is to be delivered over the new A421. Height differential between the two bridges should be minimised to ensure that PROW users do not have to ascend and descend two bridges in close succession. • Section 6 Sheet 1. Any design for the realignment of the local roads must ensure that NMU connectivity between Cambridge Road, St Neots, and the new A421/Cambridge Road junction is retained. • Section 6 Sheets 4 and 5. Connectivity should be provided between Knapwell FP 8 and Knapwell Byway 7 and the proposed Cambourne Station site, to facilitate easiest possible access from these PROW to the new station. • The access bridge from Cambourne to Cambourne Station site should be inclusive of all NMUs – including equestrians. This allows a connection to be made between the circular bridleways at Cambourne and the nearby Knapwell Byway 7 and other proximate bridleways. • Section 6 Sheet 6. The Council have received an application for a Definitive Map Modification Order (DMMO) to be made to upgrade Toft FP 4 to a bridleway. If this DMMO is made (after investigation and determination), bridleway rights will exist over the route of this PROW. • Section 7 Sheet 3 Option 1. Haslingfield FP13 is crossed by the proposed railway but is not labelled on the appropriate plans. Please ensure labelling for this route is added so that members of the public can fully perceive the impact of the railway on this PROW. Please can confirmation be provided regarding whether this route will require diversion in this location. • Section 7. The proposed Newton Road pedestrian overbridge should accommodate all NMU types to ensure equality of access options between Newton and Harston.

Specialism	Proposal aspect referred to	Comments
		<ul style="list-style-type: none"> Section 7. All options requiring the closure of Newton Road should consider whether it is desirable to stop up the 'dead end' section of the road to motorised traffic. Section 7. PROW users wishing to reach Harston FP 5 (off of Shelford Road) in order to access the Wale Obelisk local point of interest will be required to follow a more circuitous route if approaching from Harston. Options should be considered for reducing the length of this journey. Section 7 Sheet 5. Consider accessibility measures to ensure that Great Shelford FP1 overbridge is accessible to as many users as possible. Section 8 Sheet 2a. Proposed Coldham's Common and Teversham footbridges should be as accessible as possible to NMUs. Teversham footbridge forms part of a well-used informal cycling route – provision of ramps should be explored.
Public Rights of Way (PROW)	Route Section Plans eastwestrail.co.uk/consultation2024/route-section-plans	<p>Opportunities</p> <p>National Planning Policy Framework paragraph 105 states that “Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails”. The Council’s Rights of Way Improvement Plan also states that “development should contribute to the provision of new links and/or improvement of the existing rights of way network”.</p> <p>The proposed scheme presents a number of opportunities to deliver PROW and NMU access enhancements. The potential acquisition of land near to rural communities and a construction alignment which passes a number of settlements means that the development offers a chance to deliver active travel connections and leisure routes that may not be otherwise come to fruition. Cambridgeshire County Council urges the applicant to engage widely with communities, stakeholders, rights of way user groups and local authorities to ensure that possibilities offered by the scheme to deliver valuable new local infrastructure are not missed.</p> <p>A sample of potential PROW and NMU enhancement opportunities includes (but is not limited to):</p> <ul style="list-style-type: none"> Section 5 Sheet 3. Use of maintenance access track to provide PROW connection between Abbotsley Road and Hen Brook.

Specialism	Proposal aspect referred to	Comments
		<ul style="list-style-type: none"> • Section 6 Sheets 4 and 5. All-inclusive roadside NMU facility on St Neots Road to provide enhanced connections between the proposed Cambourne Station and a number of PROW that terminate on this road. • Section 6 Sheet 4. Use of maintenance access track to provide PROW connection between Brockley Road and Elsworth Bridleway 4. • Section 6 Sheet 2. Extension of roadside NMU facility to connect to Toseland FP 7, providing an off-carriageway route to link this PROW to Toseland FP9 and Croxton FP1. • Section 6 Sheet 6. Potential provision of roadside NMU facilities between Hardwick and Toft. • Section 7 Sheet 1. Use of maintenance access track to provide PROW connection between B1046 and Toft FP16. • Section 7 Sheet 2. Potential walking routes on Chapel Hill could be considered to take advantage of wide-ranging (and rare) local viewpoint on top of the Hill. • Section 7 – Harston/Newton/Little Shelford. Roadside NMU options to be explored on London Road and Shelford Road to offer optimal off-carriageway connections between communities and the PROW which terminate on these roads. • Section 7 – Harston/Newton - All Options. PROW connections to be explored between proposed Newton Road overbridge and Harston FP4, and also eastwards to provide a walking route to London Road.
Emergency Planning	Community Risk and Response Planning	Liaison regarding the project should be developed with the Cambridgeshire and Peterborough Local Resilience Forum (CPLRF). This will help to ensure that implications arising from the project, which may impact upon risks currently contained on the CPLRF Community Risk Register, are effectively addressed. It will also be necessary to establish if the project has impacts upon existing CPLRF Response Plans and how these might be resolved.
The Greater Cambridge Partnership (GCP)		<p>Newmarket Line Turnback</p> <p>The proposed turnback on the Newmarket Line will require a replacement Tins Path Bridge. As discussed previously with EWR, this bridge is being utilised for the proposed Fulbourn Greenway, a key route for active travel into Cambridge. The scheme is due to come forward in approximately 2027, with the new structure to be built at that time. As the scheme will now need to allow for provision for the turnback a larger structure will be required. Therefore GCP requests that EWR work with us to provide or as a minimum identify the additional funding required for the structure.</p>

Specialism	Proposal aspect referred to	Comments
		<p>Sawston Greenway</p> <p>Shepreth Junction</p> <p>As indicated in the EWR consultation document, the Genome path runs adjacent to the WAML on the east side of Shepreth Junction to the Addenbrookes Road Bridge. It provides a critical walking and cycling link between residential areas and key employment sites, such as the Cambridge Biomedical Campus. The Greater Cambridge Partnership will be investing significantly to widen the Genome Path from Chaston Road to the Addenbrookes Road Bridge. This route will be formalised as a bridleway to make provision for pedestrians, cyclists and equestrian users. Cambridge South East Transport (CSET) project will also provide big investment to the north section of the Genome Path and will provide much wider walking and cycling routes from the Nine Wells Bridge through Francis Crick Avenue. Such improvements will see the replacement of the Nine Wells Bridge. The underbridge proposal for Nine Wells Bridge should be discussed further with the GCP CSET and Greenway Team. The underbridge should be widened to accommodate pedestrians, cyclists and equestrian users.</p> <p>The proposal to widen the Addenbrookes Road Bridge should seek to improve the width of the Genome Path that exists under the Addenbrookes Bridge and leads to Francis Crick Avenue. This should be considered in the event that further investment in the CSET Phase 2 scheme is not achieved. Again, these proposals should be discussed with the GCP CSET Team.</p> <p>Proposals to replace the footbridge at Shepreth Footbridge 1, should be reconsidered to provide a bridge for cyclists too (without the need to dismount). Investigations should also be made to work with Cambridgeshire County Council's Public Rights of Way Team to convert Footpath 1 into a walking and cycling path.</p> <p>The proposals for the balancing pond (adjacent to the Genome path and next to Granham's Road) and the diversion route will need to be carefully considered. This is particularly important where construction is concerned, especially as the proposal is for the route to pass through the construction compound on private land. To comply with the rest of the route, the diverted pathway will be required to be 6m wide and consist of a 4m tarmacked path and 2m wide grass strip. Any proposals to plant hedgerow either side of the diverted path will require wider widths. Artwork depicting the DNA code should also be replaced on this section, as well as space for the 'double helix structure' if it is required to be relocated.</p> <p>The tie in of the Genome Path with Granhams Road should also be carefully considered. Granhams Road is narrow with little protection for cyclists and pedestrians accessing the Genome</p>

Specialism	Proposal aspect referred to	Comments
		<p>Path between the north and south sections. Land should be used to provide a wider access path to the northern section from Granhams Road.</p> <p>Cambridge – Long Road</p> <p>Long Road provides a shared use path facility for walking and cycling and feeds into improvements that will be made to Long Road and Robinson Way, both of which forms part of the Sawston Greenway. It is important that any new overbridge provides at least 4m segregated space for walking and cycling along this section.</p> <p>It is also important that the overbridge does not adversely affect the walking and cycling path that runs along the Busway.</p> <p>Sawston Greenway</p> <p>As mentioned in the response to Shepreth Junction, Network Rail should work with the Cambridge County Council Public Rights of Way Team to provide a walking and cycling bridge at Shepreth Footbridge 1 and a link through to The Hectare, which would provide a safer alternative to crossing the Level Crossing at Granhams Road.</p> <p>Cambridge Station</p> <p>Better provision should be made at Cambridge station for cyclists to take their bikes between platforms. Improvements to bridges, should have wider channels for bike wheels so that cyclists can take their bikes over the bridges.</p> <p>Melbourn Greenway</p> <p>Comberton to Shelford (Harston – Hauxton)</p> <p>Harston/Newton Road/Hauxton Road</p> <p>Investment in the Melbourn Greenway will enhance the existing shared use path for walking and cycling that runs along the A10. The route provides a vital link between villages (including Harston and Hauxton) on the outskirts of Cambridge with businesses and key facilities between Melbourn and the City Centre.</p> <p>EWR proposals to realign the A10 near to Harston must ensure that the existing walking and cycling route is not affected. As stated, the Greater Cambridge Partnership (GCP) will be investing</p>

Specialism	Proposal aspect referred to	Comments
		<p>in widening the existing shared use path alongside the A10. The inclusion of a 4m-wide shared use path should therefore be provided in any realignment proposals, however the desire would be for a 6m-wide segregated walking and cycling path.</p> <p>Such EWR highway improvements to the A10 between Church Road and Station Road must also include the provision of a toucan or signalised parallel crossing over Royston Road. Improvements to the footway on the southern section of Royston Road are also required to provide a safe walking and cycling connection to Station Road.</p> <p>In Options 1 and 4, route realignments, overbridges and pedestrian bridges are proposed over the railway between Station Road and Newton Road, and at Hauxton. These routes need to be accessible for walking, cycling (without the need to dismount) and equestrian use. Proposals for road realignment from Newton Road and London Road should also make segregated provision for active travel and should have improvements to connect active travel routes to the A10. There is an opportunity to improve the approach to the proposed bridges on Hauxton Road and at Newton to better accommodate active travel - this can be in the form of traffic calming. Network Rail should work with the local community and parish councils to develop a solution.</p> <p>Improvements needed to the railway and stations</p> <p>Although currently outside of scope, it would be remiss of the GCP not to request that Network Rail invest in improving some sections of the railway in conjunction with the EWR works. In particular, at Foxton Level Crossing where there has long been a campaign by local residents and councillors for a safer unhindered passage over the level crossing for pedestrians and cyclists.</p> <p>Opportunities</p> <p>EWR offers a significant amount of opportunities for the both the City of Cambridge and South Cambridgeshire to enhance connectivity. GCP asks that EWR work alongside local partners to help maximise opportunities including</p> <ul style="list-style-type: none"> -Interchanges between EWR Station at Cambourne and the proposed Cambourne to Cambridge busway (both from a public transport and active travel position) -Potential active travel links alongside the EWR route that could provide links to both proposed Greenways and existing active travel links

Specialism	Proposal aspect referred to	Comments
		<p>-The potential for an Eastern Access into Cambridge Station</p> <p>-Opportunities when enhancing infrastructure such as Long Road bridge in Cambridge, to provide better active travel links</p> <p>-The potential to utilise the turn back on the Newmarket Line to provide future provision for a Station.</p> <p>Cambourne Area</p> <p>The EWR proposals include a Safeguarding Directive for a wide expanse of land which includes significant CtoC activity. The interaction of the two schemes has been discussed for some time but CCC/GCP will require an Assurance, potentially through the format of a Statement of Common Ground, which confirms that the Safeguarding Directive will not impede delivery or operation of CtoC. EWR have issued a holding objection to CtoC pending completion of such an agreement. As such GCP would recommend that CCC similarly register an equivalent holding objection to EWR on the basis that the EWR holding objection would, until withdrawn, not only delay CtoC but also the development of Bourn Airfield thereby undermining delivery of the Local Plan and consequent 5 year housing land supply.</p> <p>At the point where the schemes cross it is intended that EWR will be in a cut and cover tunnel and GCP has provided EWR with design details to help EWR ensure that there is no conflict. The Statement of Common Ground (SoCG) will need to confirm that that is the case. EWR has asked GCP to consider passive provision at this location for the tunnel roof. GCP has indicated that it is minded to do so, but that given the state of development of the Transport and Works Act Order (TWAO) submission it was too late to amend the scheme drawings. As such GCP will be willing to confirm in SoCG that this would be addressed at Detailed Design within the remit of what is permissible or that GCP would be willing to provide this if any required supplementary consent were to be required. The marginal cost of passive provision including any additional consenting would be the responsibility of EWR.</p> <p>EWR have indicated that they would be agreeable to a SoCG which would be replicated for EWR.</p> <p>The proposal for a station at Cambourne has no direct implications for CtoC but there is considerable opportunity for co-operation between CtoC and EWR to maximise and realise</p>

Specialism	Proposal aspect referred to	Comments
		<p>benefits. This will cover issues such as bus terminus and interchange arrangements which need to consider the wider growth of Cambourne.</p> <p>This is a significant opportunity for EWR, CCC and GCP to work together with the LPAs.</p> <p>Cambridge East turnback</p> <p>GCP welcomes the proposal to extend EWR to a turnback adjacent to Cambridge East and the improvements that will accompany this. In the longer term GCP is concerned that the turnback may impede expansion of services on the Cambridge to Newmarket line and that, if not carefully planned, the turnback itself may prevent provision of a local station at some point in the future.</p> <p>GCP would welcome the opportunity to continue to work with EWR to ensure that any proposals for the DCO provide an interim stage towards a longer term goal of an upgrade to services on this line.</p> <p>GCP notes that the rail overbridge on Coldhams Lane is particularly constrained. Any possessions planned to enable restoration of twin-tracking may create a window of opportunity to replace the bridge with one which facilitates growth.</p> <p>Relationship between CSETS Phase 2 and EWR</p> <p>Option 3 is the least disruptive to CSETS Phase 2 However the safeguarded area potentially impacts the red line of the scheme, therefore we reserve the right to work with EWR on a Statement of Common Ground</p>

Performance Monitoring Report – Quarter 2 2024-25

To: Highways and Transport Committee

Meeting Date: 21 January 2025

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: No

Executive Summary: This report provides an update to the Committee on the performance monitoring information for the 2024/25 quarter 2 period, covering 1 July 2024 to 30 September 2025.

Recommendation: The Committee is recommended to:

- a) Note performance information outlined in the report; and
- b) Note highlighted risk information outlined in the report.

Officer contact:

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Post: Governance and Performance Manager, Strategy and Partnerships

Email: Richard.Springbett@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 This report analyses the key performance indicators (KPIs) which directly link to Ambition 2 (Travel across the county is safer and more sustainable environmentally). Due to the complex nature of KPIs, some indicators may also impact other ambitions.

2. Background

- 2.1 The Council is dedicated to providing residents with effective services and securing continuous improvement. Doing so requires an effective performance management system and a strong performance management culture, which allow the Council to measure whether it is on track to achieve its strategic ambitions and service requirements.
- 2.2 This report is provided to support the committee with its performance assurance role. It provides an update on the status of the selected KPIs which track the performance of the services the committee oversees.
- 2.3 The report covers the period of Quarter 2 2024/25, up to the end of September 2024.
- 2.4 The most recent data for indicators for this committee can be found in the dashboard attached at Appendix 1. The dashboard includes the following information for each KPI:
- Current and previous performance and the projected linear trend.
 - Current and previous targets (not all KPIs have targets, which may be because they are being developed or the indicator is being monitored for context).
 - Red / Amber / Green (RAG) status.
 - Direction for improvement to show whether an increase or decrease is good.
 - Change in performance which shows whether performance is improving (up) or deteriorating (down).
 - The performance of statistical neighbours. This is only available, and therefore included, where there is a standard national definition of the indicator.
 - KPI description.
 - Commentary on the KPI.
- 2.5 The following RAG criteria are being used:
- Red – current performance is 10% or more from target.
 - Amber – current performance is off target by less than 10%.
 - Green – current performance is on target or better
 - Baseline – indicates performance is currently being tracked in order to inform the target setting process.
 - Contextual – these KPIs track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target.
 - In development - KPI has been agreed, but data collection and target setting are in development.
- 2.6 Alongside the KPIs presented in Appendix 1, this report provides the committee with an assessment of key risks relating to services within its remit. Providing this together with performance and the financial monitoring report enables the committee to have greater information to scrutinise overall performance.

3. Main Issues

3.1 Current performance of available indicators monitored by the Committee is as follows:

Status	Number of KPIs	Percentage of KPIs
Red	1	9%
Amber	2	18%
Green	-	0%
Baseline	-	0%
Contextual	7	64%
In Development	1	9%
Suspended	-	0%

3.2 There is one red indicator for commentary this quarter: Indicator 149: Major Infrastructure projects being delivered to agreed programmes and budgets.

3.3 This KPI is based on active projects and programmes being delivered by Infrastructure and Project Delivery. This includes 35 projects, and the KPI indicates 68.57% projects are within a 3% tolerance of their cost and time baselines.

3.4 The following projects currently sit out of tolerance, with additional commentary for their position of this report:

- Carlyle Road, Cambridge: Delays to programme due to road space restrictions as a result of other works in the Cambridge area.
- Soham - Wicken NMU: Programme under review pending further ecological surveys for protected species.
- Wheatsheaf Crossroads: Delay on programme due to a delay to the land purchase involving the land ownership.
- 20mph Initiative 2023 2024: Delays to programme due to formal consultation phase taking longer than expected, changes in legislation and third party requests to re-scope.
- Local Highway Improvement (LHI) Programmes 2023-2024: This is a high-volume programme of 77 individual projects, all with third party involvement. Delays have occurred due to consultation and re-scoping.
- Rampton Road, Cottenham: Delays due to land purchase negotiations.
- Street Lighting - LED Lantern Replacement: Delay to LED programme (now due to start in November) due to slow PFI contract Deed of Variation sign off by PFI provider.

- Southern Busway Widening: Project review cost and scope of scheme underway.
- 3.5 This is a subset of the overall programme delivered by the Council in relation to Highways and Transport, which is outlined below.
- 3.6 The capital delivery programme amounts to 300-400 discrete projects, which are spread across the county and cover the following areas:
- Capital Maintenance, including structures, signals, roads and footpaths which are delivered within year as part of annualised programmes by asset type, with c.£50m forecast to be spent in 24/25.
 - Complex Infrastructure includes major schemes and grant funded delivery on behalf of the Combined Authority. These projects cover a range of areas from business case through to construction with around £12m forecast spend in 24/25.
 - Delivering Transport Strategy Aims & Section 106, which is assigned to the development and delivery of a rolling programme of transport improvements across the county with c.£1.6m forecast for spend in 24/25.
 - Local Highway Improvements, which is assigned to the development and delivery of a rolling programme of local improvements applied for by communities across the county with c.£1.1m forecast for spend in 24/25.
 - 20mph, which is assigned to the development and delivery of a rolling programme of 20mph projects applied for by communities across the county with c.£0.45m forecast for spend in 24/25.
- 3.7 These involve either individual projects or work which is delivered as a rolling programme, either within year, or spanning multiple years. All vary in complexity and stakeholder involvement.
- 3.8 A summary of delivery, relative to the named programmes above is as follows:
- Capital Maintenance: work is progressing well across a high-volume programme with a significant number of projects on track to be delivered within the 24/25 budget year. Due to site specific issues, there have been in year changes to the programme and this flexibility have allowed us to maximise in year spend and delivery against budgets forecast at the start of the 24/25 budget year. It should be noted that the programme resourced but heavily loaded for delivery in Q4 across several workstreams including carriageway resurfacing and reconstruction.
 - Complex Infrastructure: Overall work is progressing well for several schemes including the completion of March Broad Street (Future High Street) and Swaffham Heath crossroads. There remain challenges with land acquisition for some areas, but overall forecast spend continues to largely follow forecast set at the start of the year.
 - Delivering Transport Strategy Aims & Section 106: work is progressing well, key improvements such as the Fen Ditton footpath improvements will be completed by Jan 25, and a S106 funded improvement linked to Northstowe is also on track for Q4

delivery. Work across 16 individual options reports is also due to conclude in Feb 25 as planned.

- Local Highway Improvements: the previous year's programmes are largely closed out with only carryover seven projects remaining for delivery. Work has started on the 24/25 programme which was approved at H&T in October.
- 20mph Programme: the previous year's programmes are still being closed out with six projects planned for delivery in Q4. Unfortunately delays progressing Traffic Regulation Orders, and the resultant objections received to these have resulted in programme slippage. Work has started on the 24/25 programme which was approved at the Committee in October.

3.9 Detailed commentaries and summaries of each indicator can be found in Appendix 1.

3.10 There are eight indicators which are identified as contextual or In Development. Not all indicators have targets. This may be because targets for these KPIs are being developed or the indicator is being monitored for context.

3.11 From 2025/26 onwards, it is proposed to change the way the capital programme is reported to the committee. This is linked to the changes outlined in Section 4 of this report relating to strategic KPIs. The way that the programme is currently reported does not reflect the entire capital programme or provide a sufficient overview. The following KPIs are suggested as more appropriate indicators for the Committee:

- Capital Maintenance Programme: % projects / programmes on track / completed within budget / year.
- Remaining Capital Programme: % projects / programmes on track / completed within baselined timeframe.

4. Refreshed Performance Management Framework

4.1 A refreshed Performance Management Framework has been approved by the Strategy, Resources and Performance Committee at its meeting on 31 October 2024. The refreshed framework will build a clear performance process that links individual services' performance all the way through to strategic decision-making, supporting the Council to embed performance at the heart of everything it does.

4.2 Creating a clearly defined hierarchy for performance allows the right stakeholders to see the right information at the right time. This will be achieved through having a clear golden thread for performance, as well as consistency across the organisation in how performance is approached.

4.3 Strategic Key Performance Indicators (SKPIs) have been identified, which will feed up to create an organisation-wide balanced scorecard. These indicators link directly to the Council's corporate ambitions set out within the Strategic Framework, and help Members to

understand performance across the entire Council. SKPIs aim to tell the story of the Council, as well as giving a clear position on performance against its Strategic Ambitions.

- 4.4 In the context of this committee, there will be a refinement of indicators that will be presented compared to previous iterations of the Corporate Performance Report. However, the focus on SKPIs alongside reviewing papers on risk, finance and change together will result in an increase in scrutiny and understanding of overall performance. Furthermore, quarterly performance scorecards can be supplemented with reporting on specific areas of interest as and when required to support the committee.
- 4.5 The proposed strategic indicators which will be presented to the Highways and Transport committee would include the following,
- Growth in cycling and pedestrians from a 2013 baseline
 - Changes in traffic flows across Cambridgeshire from a 2013 baseline
 - Number of road traffic collision cluster sites
 - Killed or seriously injured casualties (12 month rolling total)
 - Proportion of Killed or seriously injured casualties who are defined as vulnerable road users (pedestrians, cyclists, young & old drivers)
 - Percentage of the A road network in Amber & Red condition
 - Percentage of the B road network in Amber & Red condition
 - Percentage of the C road network in Amber & Red condition
 - Percentage of the U road network in Amber & Red condition
 - Percentage of Category 1 & Category 2 defects repaired in line with Highways Operating Standards
 - Percentage of capital investment vs forecast completed
 - National Highway & Transport Network Satisfaction Survey Results
- 4.6 These indicators look to provide breadth across the whole of Highways and Transport at a strategic level, showing performance related to the strategic ambitions of the Council and giving a clear steer on areas of focus as well as highlighting areas of success. ^[OBJ]

5. Directorate Risk

- 5.1 The refreshed approach to performance outlines the links between performance, risk and change. Through a quarterly report, both directorate risk registers and change management projects and programmes will be reported, helping to create a more rounded view on performance with regards to the committee's areas of responsibility. Whilst Change projects and Programme reporting is being developed, the applicable risks for the committee can be found in Appendix 2.
- 5.2 The register includes information on the current risk scoring compared to the scores at the previous reviews and the direction of travel for each risk. As discussed at the Strategy, Resources and Performance Committee's meeting in July 2024, the direction of travel for each risk is now shown as a RAG rating, with red indicating that the risk has increased, amber indicating no change, and green indicating that the risk has decreased. There are currently twelve related risks, which have the following breakdown risk scoring:

Risk	Residual Risk Score Mar 24	Residual Risk Score June 24	Residual Risk Score Oct 24	Direction of Travel (RAG)	Last Review
Adverse weather	12	12	12	G (static)	28/10/24
Capital Maintenance Programme	9	9	9	G (static)	28/10/24
Claims and disputes	9	9	9	G (static)	28/10/24
Financial (P&S Budget)	15	10	15	H (increasing)	25/9/24
Health and Safety	6	6	16	H (increasing)	28/10/24
Partnerships – Service Provision	8	8	8	G (static)	28/10/24
P&S Major Organisational change			12	G (static)	25/9/24
Procurement & Contracts (Compliance)	6	6	6	G (static)	28/10/24
Project Delivery – P&S Capital Programme	12	12	12	G (static)	28/10/24
Road Safety	12	12	12	G (static)	28/10/24
Statutory Highways Duty to Maintain the Highway	9	9	9	G (static)	09/10/24

New Risks / Risks De-Escalated from the Directorate Risk Register

- 5.3 One new risk has been added to the Directorate Risk Register since the previous report, and this is to reflect the restructure that has taken place in Place and Sustainability, and the subsequent implementation and impact. Staffing capacity, change management and resilience risks have now been encapsulated in the Place and Sustainability Major Organisational Change risk.

6. Conclusion

6.1 Paragraph 3.1 shows the breakdown of RAG status for this committee's indicator set. Of the indicators updated this quarter, one indicator saw a decline in performance from Quarter 1:

- Indicator 149: 'Major Infrastructure projects being delivered to agreed programmes and budgets' went from Green to Red. However, more context is provided in relation to this indicator.

6.2 Two indicators remained at Amber:

- Indicator 43a: 'Killed or seriously injured casualties (12 month rolling total)'
- Indicator 43b: 'Killed or seriously injured casualties per 1,000 km of road (12 month rolling total)'

7. Significant Implications

7.1 There are no significant implications within this report.

8. Source Documents

8.1 Appendix 1: H&T Corporate Performance Report Q2 2024-25
Appendix 2: H&T Risk Report Q2 2024-25

Produced on:

09 January 2025



Performance Report

Quarter 2

2023/24 financial year

Highways and Transport Committee

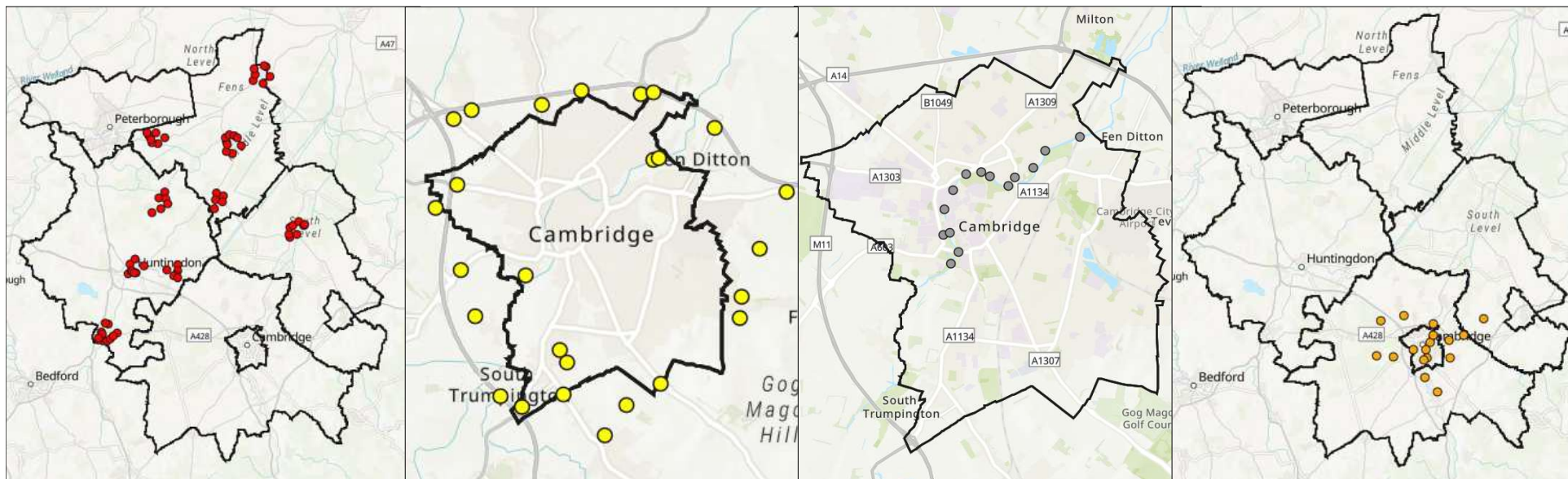
Governance & Performance
Cambridgeshire County Council
governanceandperformance@cambridgeshire.gov.uk

Key



Data Item	Explanation
Target / Pro Rata Target	The target that has been set for the indicator, relevant for the reporting period
Current Month / Current Period	The latest performance figure relevant to the reporting period
Previous Month / previous period	The previously reported performance figure
Direction for Improvement	Indicates whether 'good' performance is a higher or a lower figure
Change in Performance	Indicates whether performance is 'improving' or 'declining' by comparing the latest performance figure with that of the previous reporting period
Statistical Neighbours Mean	Provided as a point of comparison, based on the most recently available data from identified statistical neighbours.
England Mean	Provided as a point of comparison, based on the most recent nationally available data
RAG Rating	<ul style="list-style-type: none"> • Red – current performance is off target by more than 10% • Amber – current performance is off target by 10% or less • Green – current performance is on target or better • Baseline – indicates performance is currently being tracked in order to inform the target setting process • Contextual – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target. • In Development - measure has been agreed, but data collection and target setting are in development
Indicator Description	Provides an overview of how a measure is calculated. Where possible, this is based on a nationally agreed definition to assist benchmarking with statistically comparable authorities
Commentary	Provides a narrative to explain the changes in performance within the reporting period
Actions	Actions undertaken to address under-performance. Populated for 'red' indicators only
Useful Links	Provides links to relevant documentation, such as nationally available data and definitions

Useful Maps for Indicators 32, 32a, 32b and 238



Map A above shows the locations of the Annual Market Town monitoring sites

Map B above shows the location of the Annual Cambridge radial sites

Map C above shows the location of the Annual Cambridge River Cam screenline sites

Map D above shows the location of the Annual cycle route monitoring sites

Indicators 32, 32a and 32b are measured using data from all four maps above. These relate to cycling and walking. Data for these indicators is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

Further information and more detailed maps can be found using the below link:

<https://cambridgeshireinsight.org.uk/roads-transport-and-active-travel/traffic-data-collection-sites/>

Indicator 238 is measured using data from maps A, B and C. Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

Indicator 32: Growth in cycling and pedestrians from a 2013 baseline

[Return to Index](#)

January 2025

Target	Direction for Improvement	Current Year (2023)	Previous Year (2021)	Change in Performance
Contextual	↑	+12%	-2%	Improving
RAG Rating				
Contextual				

Indicator Description

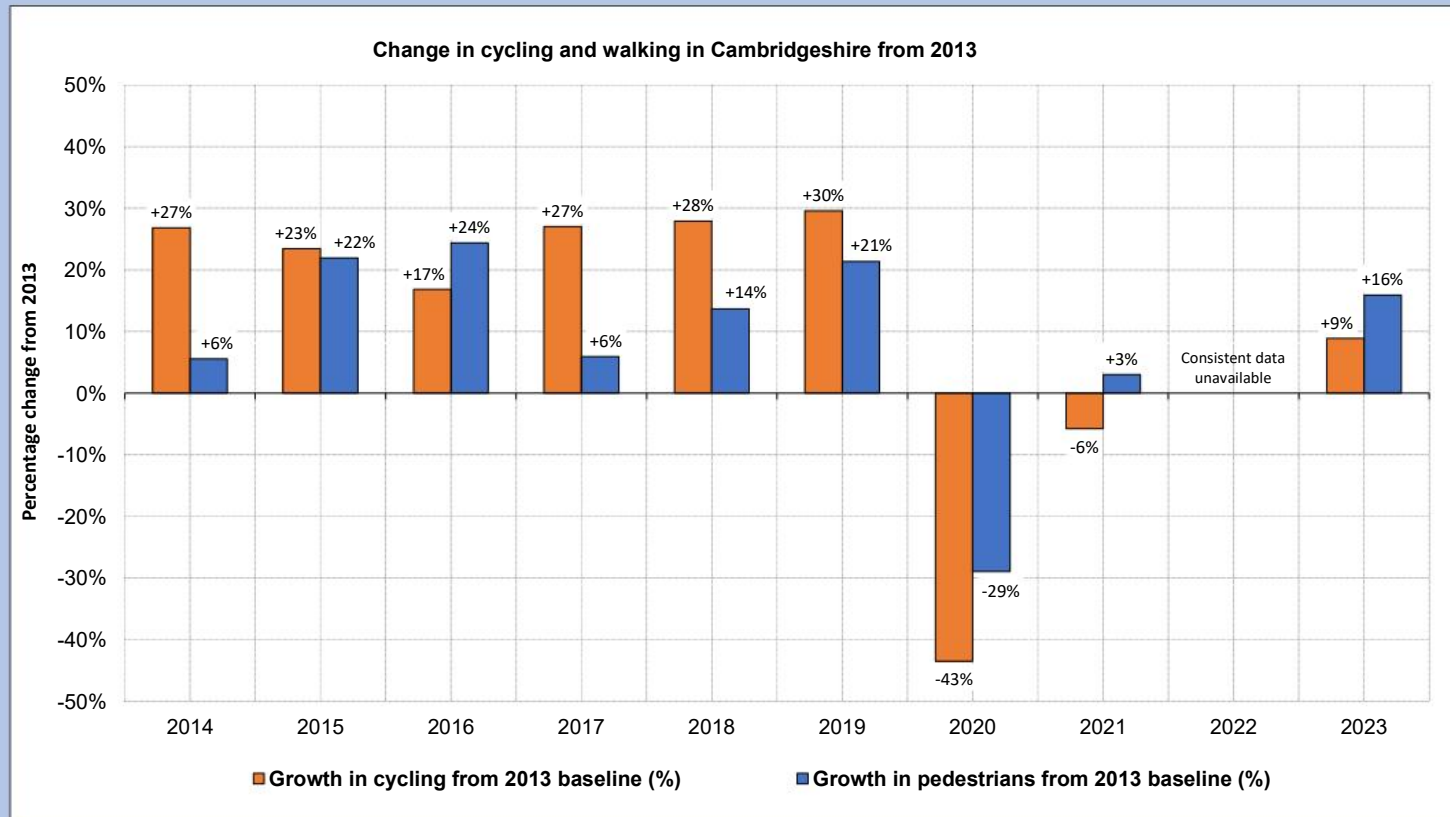
This indicator shows the level of growth in cyclist and pedestrian volumes across Cambridgeshire. It shows a % change from a 2013 baseline, rather than showing the proportion of the population that cycle or walk.

The percentages in the boxes above are calculated based on the combined walking and cycling volumes.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

The locations of CCC's annual traffic survey can be seen on the 'Traffic Counts' map on the Cambridgeshire and Peterborough Insight website (link provided below). All sites from the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys with consistent data across all years are included in this comparison.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022.



Commentary

Cycling: The Department for Transport has set an aim to double cycling rates by 2025, which also links to the vision to increase rates of Active Travel. Cambridgeshire has historically had high rates of cycling. However, rates of cycling in recent years decreased during the COVID-19 pandemic; when compared to 2013, 2020 saw a large decrease in cycle volumes (-43%). However, 2023 sees cycling volumes 9% higher than 2013.

Pedestrians: This indicator helps to determine whether walking trends are increasing over time, which links to the vision to increase rates of Active Travel. When compared to 2013, 2020 saw a decrease in pedestrian volumes (-29%), likely linked to the COVID-19 pandemic which led to reductions in travel. Pedestrian volumes have increased since 2020 and in 2023 were 16% above 2013.

This dataset currently uses data from CCC's annual traffic monitoring surveys undertaken at key points across the county each year. The figures in this report consider only those sites which have been counted consistently between 2013 and 2023 (e.g. if sites have been added or removed during this period, the data from these sites has not been included in any year, so that the total volumes presented are comparable across the period). Future iterations of this indicator could aim to improve the breadth of cycling data by including other data sources such as data from local permanent traffic counters. These permanent sites are now being used across the county but many are still fairly new - as more data is collected, it becomes more feasible to use the permanent counters for long-term monitoring purposes.

Useful Links

[CCC Annual Traffic Counts Map](#)
[Department for Transport Policy paper - The second cycling and walking investment strategy \(CWIS2\)](#)

Actions

Indicator 32a: Growth in cycling from a 2013 baseline

[Return to Index](#)

January 2025

Target	Direction for Improvement	Current Year (2023)	Previous Year (2021)	Change in Performance
Contextual	↑	+8%	-6%	Improving

RAG Rating

Contextual

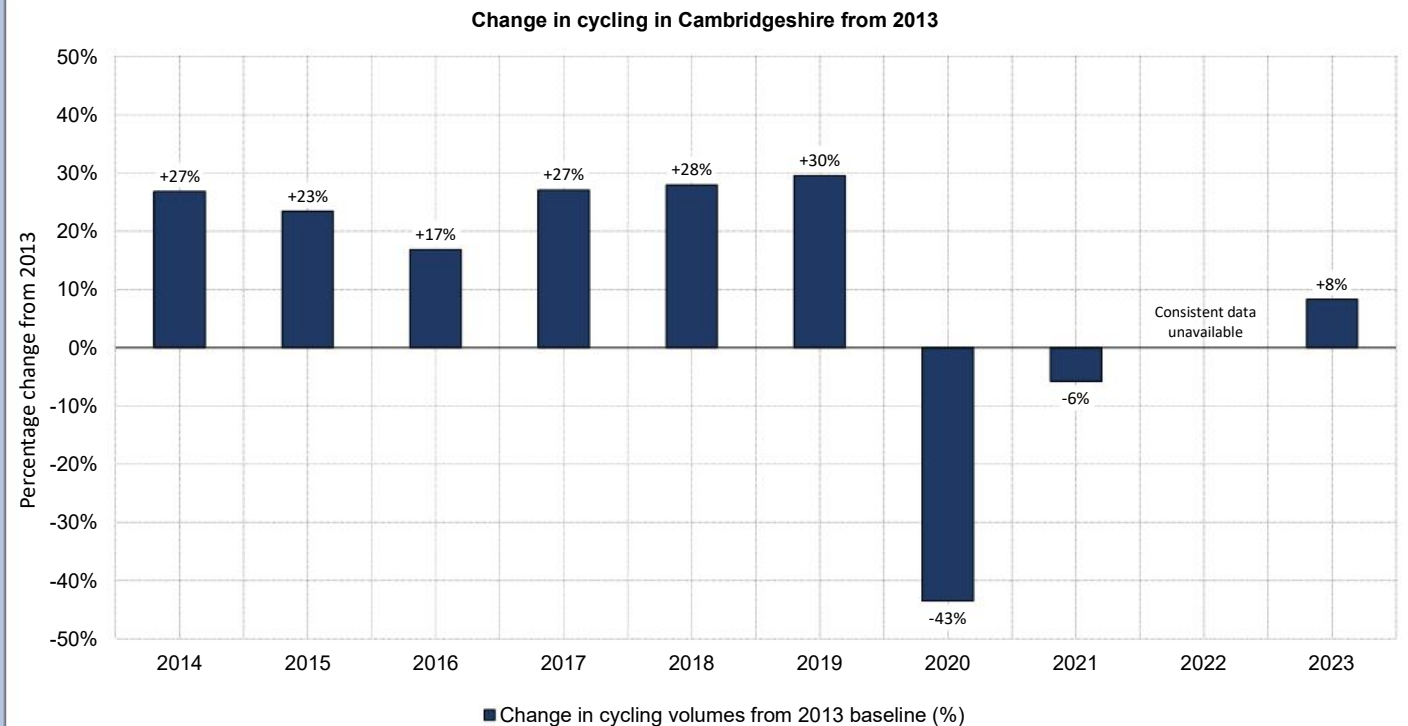
Indicator Description

This indicator shows the level of growth in cycle volumes across Cambridgeshire. It shows an 8% change from a 2013 baseline, rather than showing the proportion of the population that cycle.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

The locations of CCC's annual traffic survey can be seen on the 'Traffic Counts' map on the Cambridgeshire and Peterborough Insight website (link provided below). All sites from the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys with consistent data across all years are included in this comparison.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022.



Commentary

The Department for Transport set an aim to double cycling rates by 2025. This indicator will help to understand whether cycling trends are increasing, which also links to the vision to increase rates of Active Travel. Cambridgeshire has historically had high rates of cycling. However, rates of cycling in recent years decreased during the COVID-19 pandemic; when compared to 2013, 2020 saw a large decrease in cycling rates (-43%). However, 2023 sees cycling volumes 9% higher than 2013.

This dataset currently uses data from the annual traffic monitoring surveys undertaken at key points across Cambridgeshire each year, particularly on key commuter routes. The figures in this report consider only those sites which have been consistently counted across all the years.

Future iterations of this indicator could aim to improve the breadth of cycling data to include other data sources such as cycling data from permanent traffic monitors.

In recent years we have been using live traffic monitors that in certain locations provide real time breakdown of users by vehicle mode, work continues to expand the network of these counters.

Useful Links

[Annual traffic monitoring report 2021](#)

[Department for Transport Policy paper - The second cycling and walking investment strategy \(CWIS2\)](#)

Actions

Indicator 32b: Growth in walking from a 2013 baseline

[Return to Index](#)

January 2025

Target	Direction for Improvement	Current Year (2023)	Previous Year (2021)	Change in Performance
Contextual	↑	+15%	+3%	Improving
RAG Rating				
Contextual				

Indicator Description

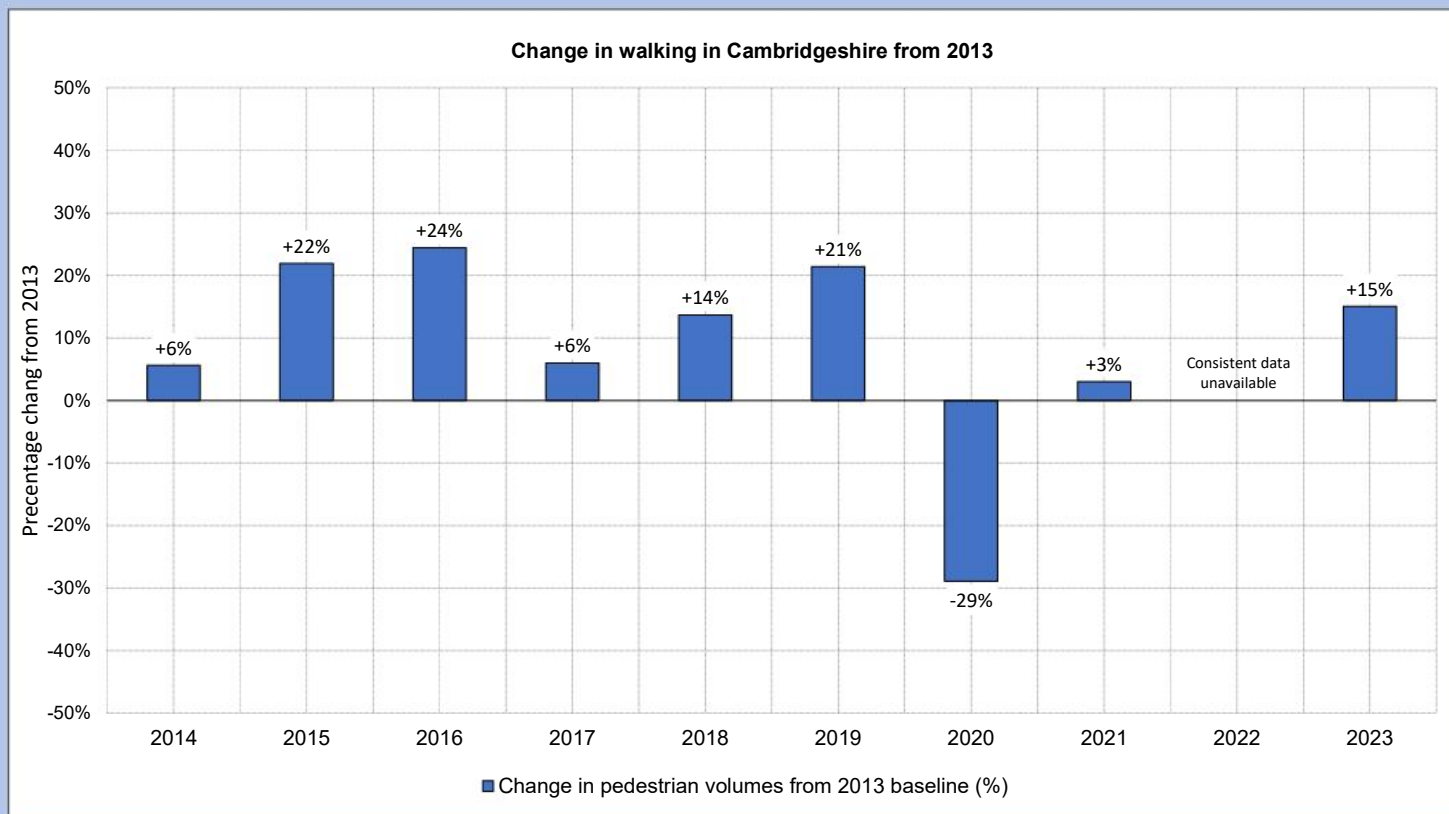
This indicator shows the level of growth in pedestrian volumes across Cambridgeshire. It shows a 15% change from a 2013 baseline, rather than showing the proportion of the population that walk.

Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage which is then counted and manually classified by a human. The data is then provided to CCC.

The locations of CCC's annual traffic survey can be seen on the 'Traffic Counts' map on the Cambridgeshire and Peterborough Insight website (link provided below). All sites from the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys with consistent data across all years are included in this comparison.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022.

Useful Links

[Annual traffic monitoring report 2021](#)
[Department for Transport Policy paper - The second cycling and walking investment strategy \(CWIS2\)](#)


Commentary

This indicator will help to understand whether walking trends are increasing over time, which links to the vision to increase rates of Active Travel.

When compared to 2013, 2020 saw a decrease in pedestrian rates (-29%), likely linked to the COVID-19 pandemic and the two national lockdowns during the year which led to reductions in travel, particularly for school and commuting. However, pedestrian volumes have seen a gradual recovery since 2020 and in 2023 were +15% above 2013.

This dataset currently uses data from the annual traffic monitoring surveys undertaken at key points across Cambridgeshire each year, particularly urban areas and commuter routes. The figures in this report consider only those sites which have been used consistently between 2013 and 2023 (e.g. if sites have been added or removed during this period, the data from these sites has not been included in any years so results are consistent across the period).

Future iterations of this indicator could aim to improve the breadth of walking data to include other data sources such as data from permanent traffic monitors or footfall data from major towns and cities in the region.

Actions

Indicator 39: The percentage of the A/B/C/U road network in green/amber/red condition

A	Target	Direction for Improvement	RAG Rating	Current Year	Previous Year	Change in Performance
	Ambers	Contextual	N/A	53.46%	47.66%	Contextual
B	Target	Direction for Improvement	RAG Rating	Current Year	Previous Year	Change in Performance
	Ambers	Contextual	N/A	65.21%	60.13%	Contextual
C	Target	Direction for Improvement	RAG Rating	Current Year	Previous Year	Change in Performance
	Ambers	Contextual	N/A	68.15%	66.83%	Contextual
U	Target	Direction for Improvement	RAG Rating	Current Year	Previous Year	Change in Performance
	Ambers	Contextual	N/A	57.48%	56.42%	Contextual

Indicator Description

This indicator shows the general overall condition of our road network. The indicator shows A,B,C and Unclassified roads separately and rates them by percentage - Red (not good) Amber (ok) Green (Good).

RED category is where there would be defects and potholes in the surface and loss of structural stability.

AMBER is where there are signs of wear in the surface.

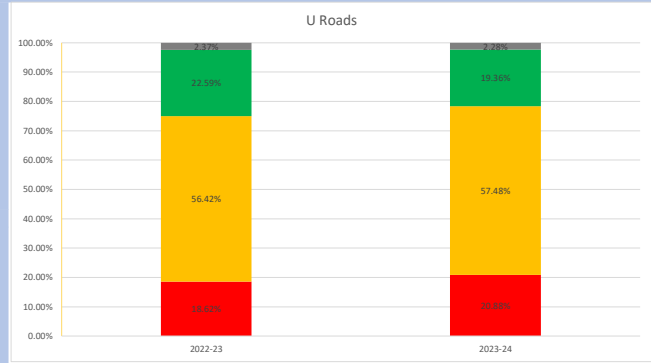
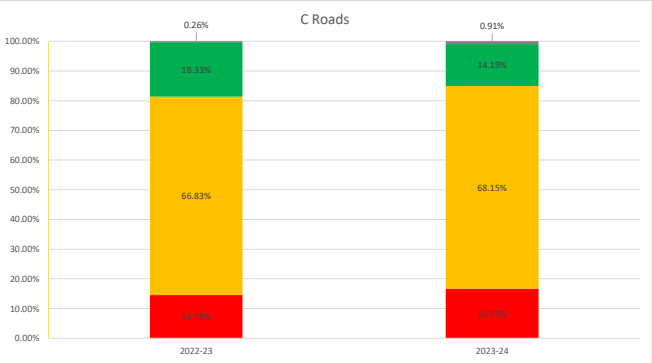
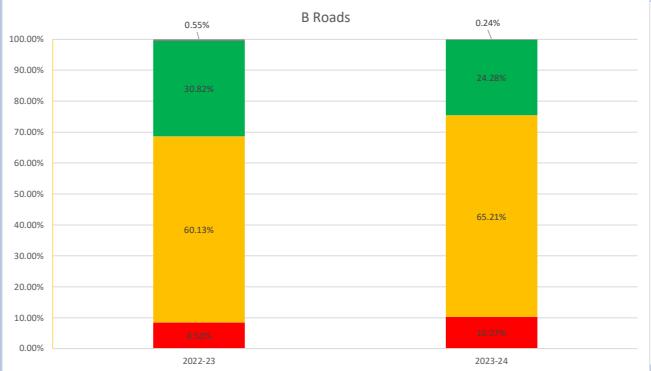
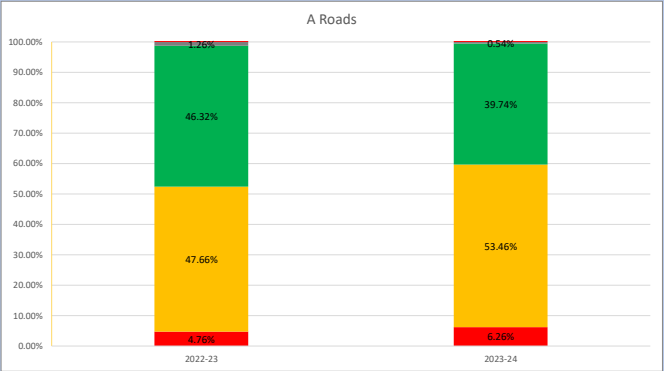
GREEN is where it is sound without surface defects that drivers would notice.

Generally we aim to keep as much of the network in the Amber/ Green category directing our resources to treating the Amber as this is more cost effective than letting a location reach RED which requires more expensive and extensive repair.

Data is from our Road Condition Surveys, the next of which will take place in September 2024.

Polarity is Low Red and High Green = Good

Useful Links



Commentary

The 2022-23 charts have been revised following the discovery of an error in the survey data provide to us. The error has now been resolved. The new survey is considered a more accurate representation of the experience of the users than the previous method. The survey also provides a broader more useful range of data for the service to utilise.

Road condition is slowly declining as the road network ages, wear increases and more defects occur. To manage the decline a number of network work level programmes are being carried out;

- Investment, through additional DfT Pothole funding, in proactive potholes maintenance repairs and increased reactive pothole repair resources.
- Planned patching regime including an assessment of new innovative and low carbon repair systems.
- Targeting Amber condition roads, avoiding them becoming Red in the near future. These Asset Management led programmes require lower cost treatments enabling more network to be treated per pound.
- Safe and Clear programme – targeted renewal of road markings.
- Safe and Dry programme – targeted renewal of highway drainage systems.
- Safe and Smooth programme – targeted programme of patching and surfacing.

These programmes all contribute to managing the state of the assets and providing a safe and functional network for all users.

These programmes all contribute to managing the state of the assets and providing a safe and functional network for all users.

The Highways and Transport Service have recently moved to using a different assessment method for road condition. The new method enables CCC to obtain more value for the survey data and provides additional benefits in wider asset management approach. It also gives a more accurate indication of overall network condition.

Actions

Target	Direction for Improvement	Most recent month (Aug 2024)	Same month last year (Aug 2023)	Change in Performance
301	↓	315	341	Improving

RAG Rating

Amber

Indicator Description

Indicator 43a is a 12-month rolling total of the number of people reported Killed or Seriously Injured (KSI) in a road traffic collision on public roads in Cambridgeshire.

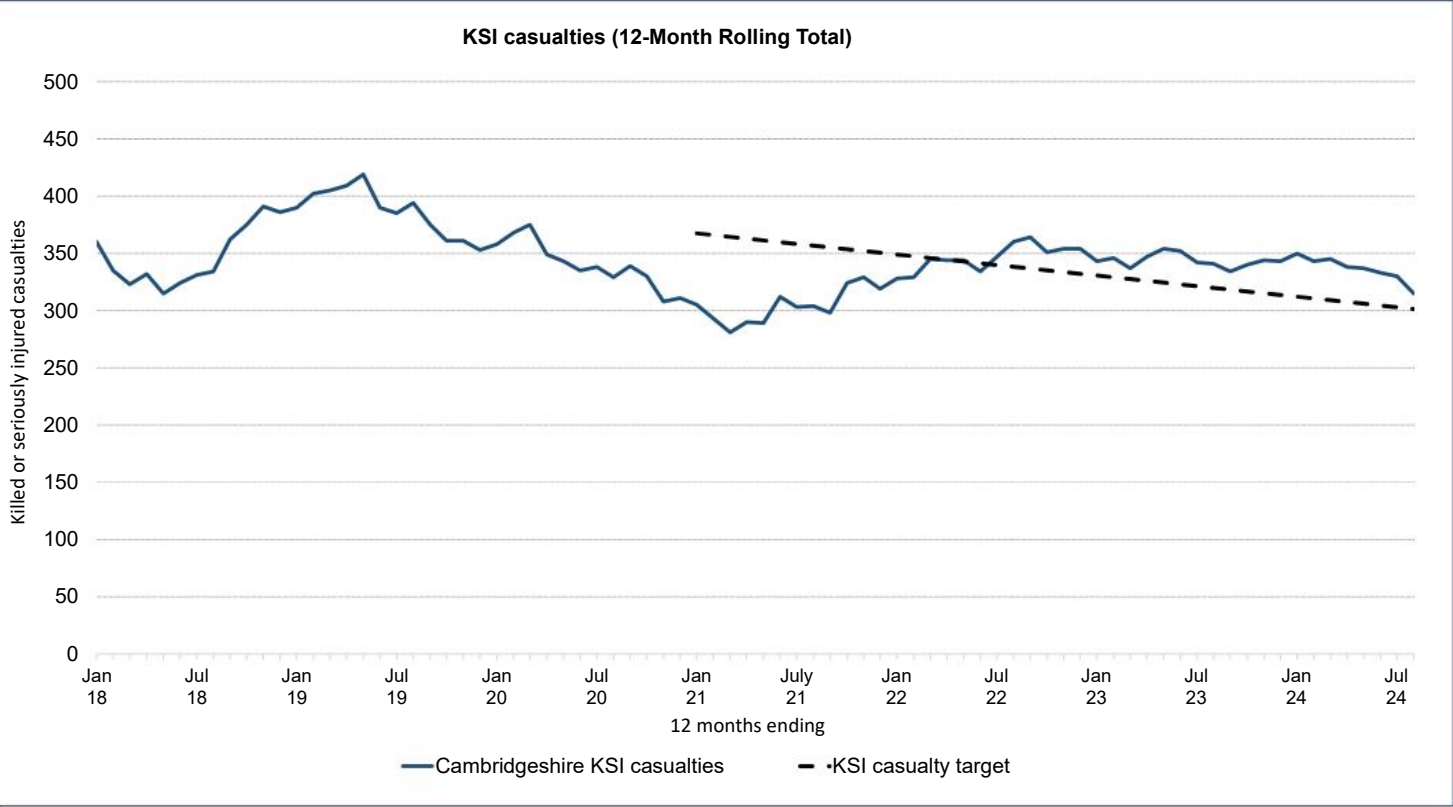
Road traffic collision records are provided to CCC by the police. Only collisions that follow the Department for Transport STATS19 definition of a road traffic collision are included in this indicator: *“Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included.”*

Only casualties who were Killed or Seriously Injured are included in this indicator. For more information about the DfT’s casualty injury classification, please see the DfT STATS19 guidance.

The ‘KSI casualty target’ uses the same methodology as the Vision Zero Partnership KSI casualty target, which aims to reduce KSI casualties in Cambridgeshire and Peterborough by 50% by 2030. Please see the Vision Zero Partnership website ([cprsp.co.uk](#))

Please note: There is a delay of around 2 months between collisions taking place and all cleaned data records for the month being available in our dataset. This is because the collisions must be recorded by the police, provided to CCC and then internally validated prior to being included in analysis. Figures for 2024 are still provisional as they have not yet been verified by the DfT and some collisions may subsequently be removed from the data having been ruled by a coroner to be a suicide or medical episode and not a road traffic collision. Due to the nature of this data, it is subject to change.

- Useful Links
- [Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data](#)
[DfT STATS19 guidance](#)
[Road Safety Partnership - Road Safety Partnership \(cprsp.co.uk\)](#)



Commentary

This indicator is linked to the service priority of delivering safe roads for Cambridgeshire. In January 2024, the KSI casualty reduction target was updated to align with the target being used by the Vision Zero Partnership (local road safety partnership for Cambridgeshire and Peterborough), which aims to reduce the number of KSI casualties by 50% by 2030.

The KSI casualties remain stubbornly high and a greater understanding of the data and service delivery by partners is providing a greater insight as to why. 40% of the fatalities in 2022 were as a result of a driver being involved in criminality. The antecedents of these drivers showed their involvement in serious arrestable offences and the use of a vehicle to perpetrate these crimes. The obvious link between Criminality and Risky behaviours exists and therefore tackling this issue is more complex and remains a focus for Policing activity and enforcement. The Vision Zero Fatal Review Board is meeting quarterly and where identified small but critical changes are being made to the network to reduce harm through engineering methods such as enhanced signage or changes to junctions and lining.

Actions

Target	Direction for Improvement	Most recent month (Aug 2024)	Same month last year (Aug 2023)	Change in Performance
61	↓	63	69	Improving

RAG Rating

Amber

Indicator Description

Indicator 43b is a 12-month rolling total of the number of people reported Killed or Seriously Injured (KSI) in a road traffic collision on public roads in Cambridgeshire, per 1,000km of road.

Road traffic collision records are provided to CCC by the police. Only collisions that follow the Department for Transport STATS19 definition of a road traffic collision are included in this indicator:

"Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included."

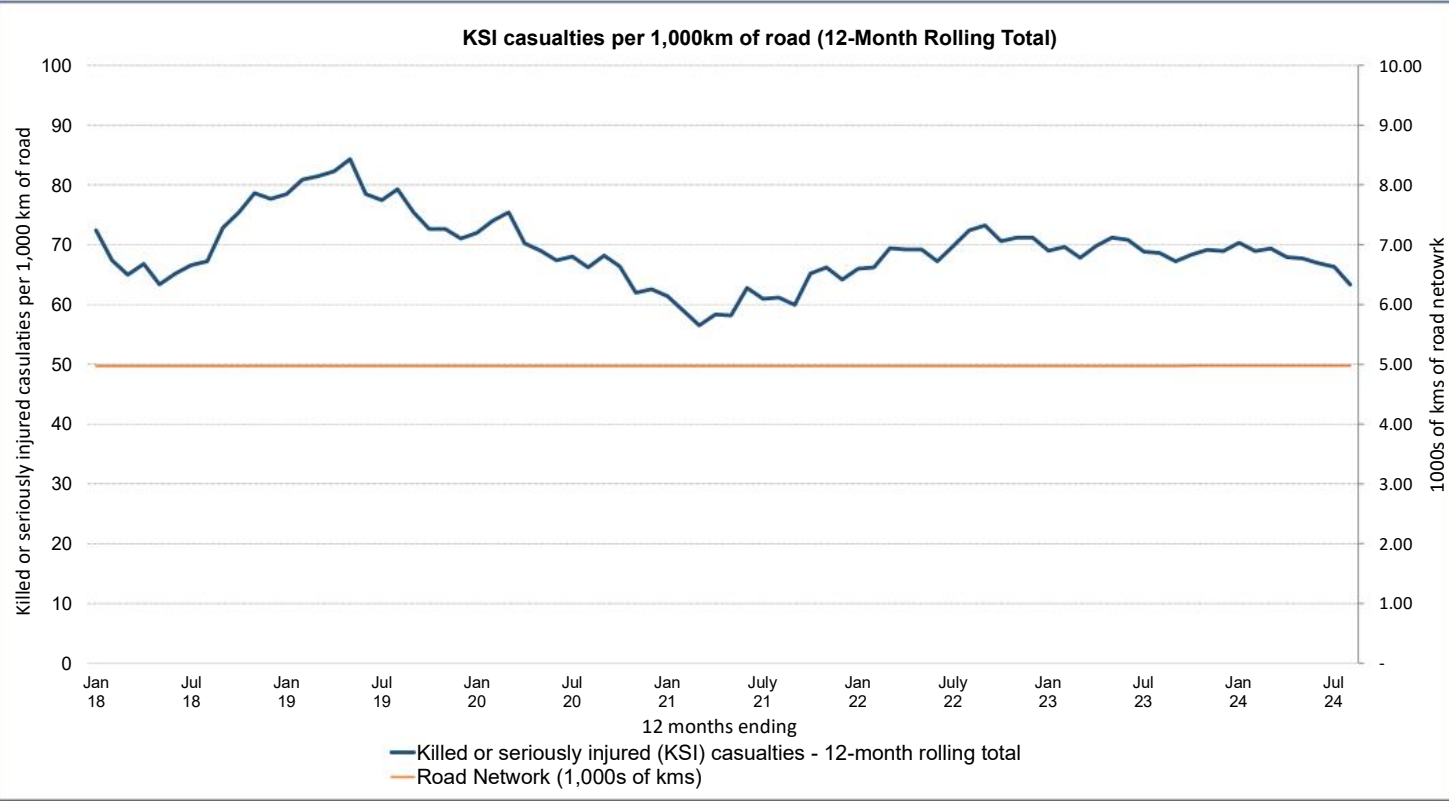
Only casualties who were Killed or Seriously Injured are included in this indicator. For more information about the DfT's casualty injury classification, please see the DfT STATS19 guidance.

his network length includes roads managed by CCC and by National Highways, and which align with the scope of road traffic collision data collection (STATS19). For dual carriageways, both sides of the road have been included in the total.

Please note: There is a delay of around 2 months between collisions taking place and all cleaned data records for the month being available in our dataset. This is because the collisions must be recorded by the police, provided to CCC and then internally validated prior to being included in analysis. Figures for 2024 are still provisional as they have not yet been verified by the DfT and some collisions may subsequently be removed from the data having been ruled by a coroner to be a suicide or medical episode and not a road traffic collision. Due to the nature of this data, it is subject to change.

Useful Links

- [Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data](#)
- [DfT STATS19 guidance](#)
- [Road Safety Partnership - Road Safety Partnership \(cprsp.co.uk\)](#)
- [iRAP - International Road Assessment Programme](#)



Commentary

This indicator is calculated using the monthly 12-month rolling KSI figure (Indicator 43a) and the total kms of road network in Cambridgeshire. Updating the road network length as it increases will help to account for changes in the size of the Cambridgeshire road network which may affect the frequency of KSI collisions..

This indicator is linked to the service priority of delivering safe roads for Cambridgeshire.

iRAP 'A' road risk mapping is beinh completed. Cluster site analysis has also been completed for 2023. Once both sets of data are available then a review of those locations where iRAP and Cluster sites indentify a risk of harm thses tools can be used to make enhancements to the road based on solid evidence.

Actions

Indicator 43c: Killed or seriously injured casualties by mode

Target	Direction for Improvement	Most recent month (Aug 2024)	Same month last year (Aug 2023)	Change in Performance
Contextual	↓	315	341	Improving
RAG Rating				
Contextual				

Indicator Description

Indicator 43c is a 12-month rolling total of the number of people reported Killed or Seriously Injured (KSI) in a road traffic collision on public roads in Cambridgeshire, by the mode of transport.

Road traffic collision records are provided to CCC by the police. Only collisions that follow the Department for Transport STATS19 definition of a road traffic collision are included in this indicator:

"Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included."

Only casualties who were Killed or Seriously Injured are included in this indicator. For more information about the DfT's casualty injury classification, please see: DfT STATS19 guidance.

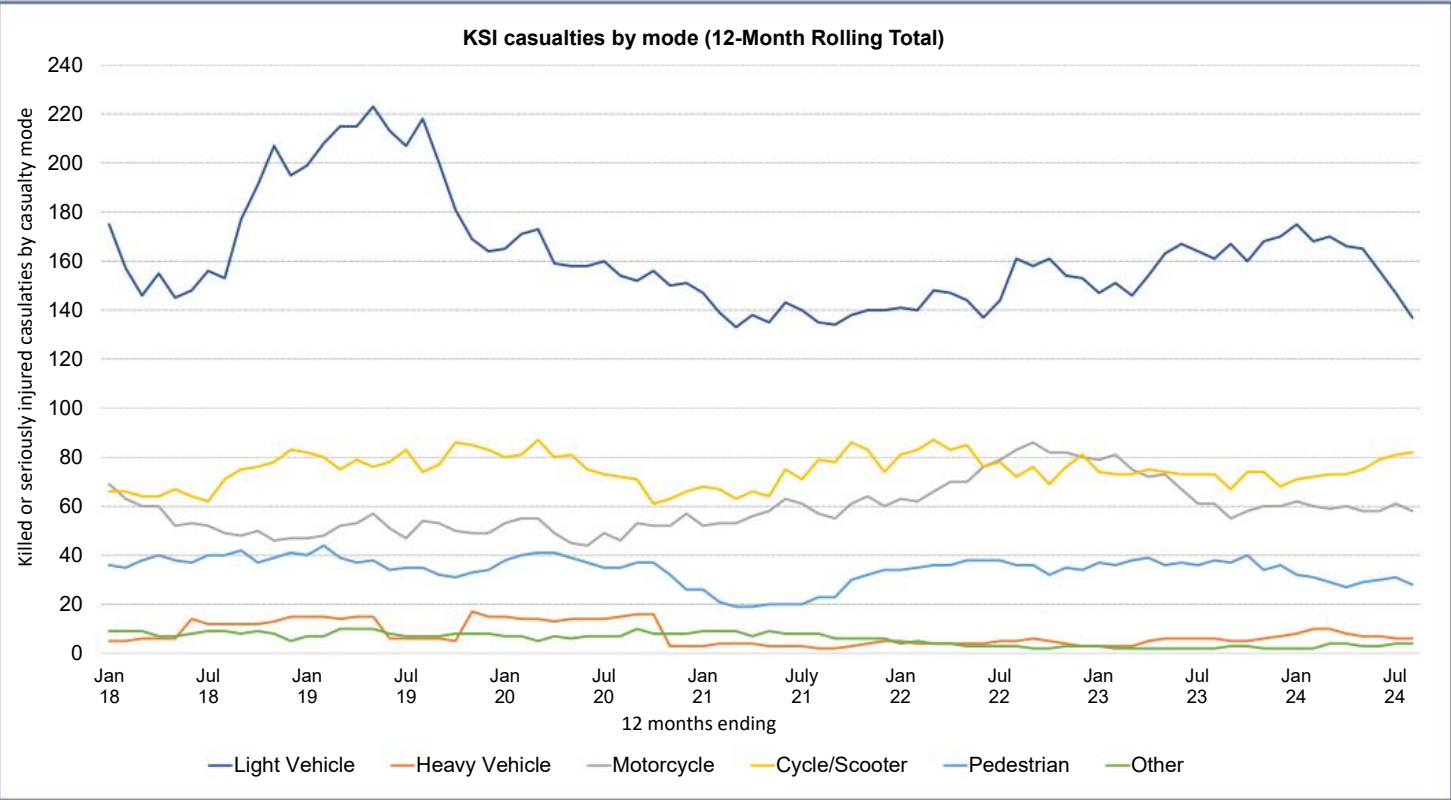
The transport modes presented are grouped as follows:

- Light Vehicle = Car or van, including taxis.
- Heavy Vehicle = HGV, mini-bus, bus or coach
- Motorcycle = Motorcycles of all sizes including mopeds and electric motorcycles.
- Cycle/Scooter = Pedal cycle, electric bicycle or e-scooter.
- Pedestrian = On foot or in a pram
- Other = None of the above, e.g. ambulance, fire engine, quad bike

Please note: There is a delay of around 2 months between collisions taking place and all cleaned data records for the month being available in our dataset. This is because the collisions must be recorded by the police, provided to CCC and then internally validated prior to being included in analysis. Figures for 2024 are still provisional as they have not yet been verified by the DfT and some collisions may subsequently be removed from the data having been ruled by a coroner to be a suicide or medical episode and not a road traffic collision. Due to the nature of this data, it is subject to change.

Useful Links

- [Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data](#)
- [DfT STATS19 guidance](#)



Commentary

This indicator is calculated using the monthly 12-month rolling KSI figure (Indicator 43a) and the mode of transport of the casualty.

This indicator is a key measure for the wider Road Safety audience and partners. By understanding the collisions by road user type it provides greater insight as to who are our most vulnerable road users and how to target any interventions. This may be any one of the 3 'E's'. Education/Enforcement/Engagement. With changes to the Highway Code in March 2022 where it identified the 4 vulnerable road user types - Pedestrians - Cyclists - Horse Riders - Motorcyclists, it follows that there is a need to understand how they feature in our collision data and enable us to target interventions to best support a reduction in deaths and injuries.

There is currently no record made of E-Scooter or E-Bicycles on the Stats 19 form completed by the Police nationally, however following a recent update to the Stats 19 form will now record those incidents. The local NHS trust is reporting injuries to users of the machines and that those getting hurt is on the increase. As the use of this mode of transport increases it is currently unknown what if any impact it may have on the KSI results, but one would envisage an increase in KSIs as the legislation and preparedness of infrastructure for this mode of transport is not in place.

Actions

Indicator 149: Major Infrastructure projects being delivered to agreed programmes and budgets

[Return to Index](#)

January 2025

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
95.0%	↓	68.57%	96.49%	Declining

RAG Rating

Red

Indicator Description

Where a financial and programme baseline is set, the cumulative percentage of projects that are on time and within budget.

Green – COST - Forecast outturn cost is no more than 3% over the baseline*

Green – TIME - Planned Completion is no more than 3% over the baseline*

Amber – One of the measures are red and the other green.

Red – COST - Forecast outturn cost is more than 3% over the baseline*

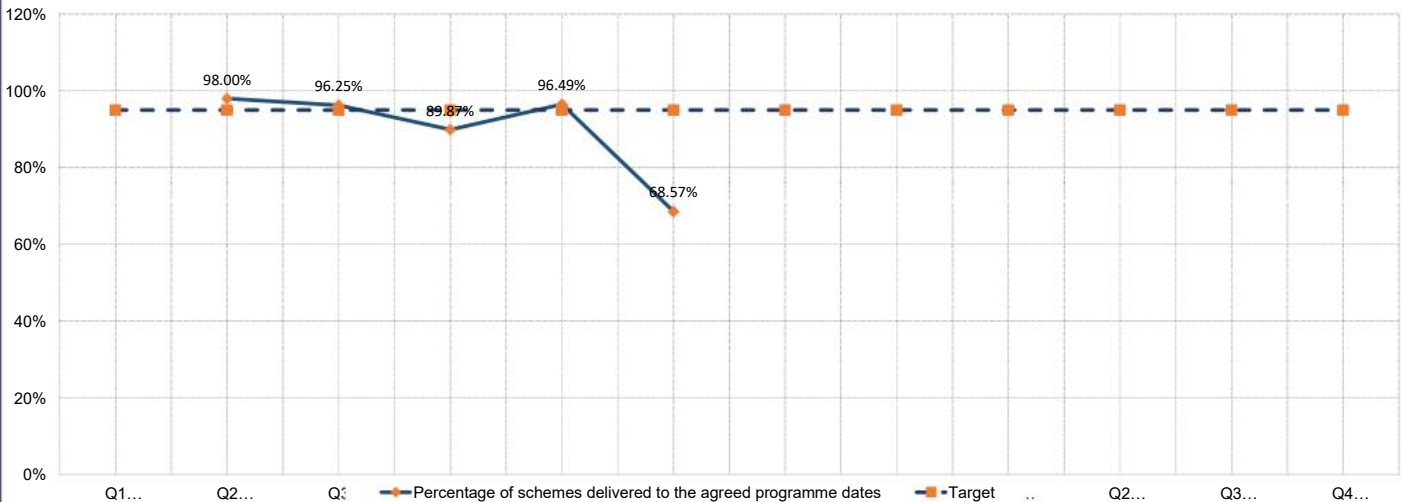
Red – TIME - Planned Completion is more than 3% over the baseline*

*Baselines can change through standard change control processes and gateways. The cumulative baseline will include all projects with a baseline up to the reporting date. Baselines include optimism bias and risk.

Target: 95% of baselined projects on time and on budget.

Useful Links

Cambridgeshire Performance



Commentary

This KPI is based on active projects and programmes within Infrastructure & Project Delivery Service that have been baselined and are in the centralised system (POWA).

Quarter 2 has seen the percentage of projects within a 3% tolerance of their cost and time baselines reduce from 96.49% in quarter 1 to 68.57% in quarter 2. A contributing factor to this is the reduction of projects that are managed within POWA, down from 57 in quarter 1 to 35 in quarter 2. As projects have closed during quarter 2, new projects are now being picked up as a collection of projects and managed as a programme as one entry within POWA, this will support managing the various programmes going forward in a more efficient way, but will have a greater impact on the KPI with a reduced number of entries within POWA.

Below are the projects that are currently out of tolerance with additional commentary.

•**Carlyle Road, Cambridge:** Delays to programme have occurred due to road space restrictions as a result of other works in the Cambridge area.

•**Soham - Wicken NMU:** Programme under review pending further ecological surveys for protected species.

•**Wheatsheaf Crossroads:** Delay on programme due to a delay to the land purchase involving the land ownership

•**20mph Initiative 2023-2024:** Delays to programme due to formal consultation phase taking longer than expected, changes in legislation and third party requests to re-scope.

•**Local Highway Improvement (LHI) Programmes 2023-2024:** This is a high volume programme of 77 individual projects, all with 3rd party involvement. Delays have occurred due to consultation and re-scoping.

•**Rampton Road, Cottenham:** Delays due to land purchase negotiations.

•**Street Lighting - LED Lantern Replacement:** Delay to LED programme now due to start in November due to slow PFI contract Deed of Variation sign off by PFI provider.

•**Southern Busway Widening:** Project review cost and scope of scheme underway.

The way that the portfolio of projects and programmes are currently being reported doesn't reflect the entire capital programme or provide a sufficient overview, Section 4 of the attached corporate performance report outlines splitting this KPI into 2 so that both Capital Programmes and Capital Maintenance will be reported to H&T committee in the future.

Actions

Carlyle Road, Cambridge:

Continuing to work with street works and other scheme delivery agents in the area to agree programme for construction

Wheatsheaf Crossroads:

No action - awaiting further update on land

Local Highway Improvement (LHI) Programmes 2023-2024:

Targetted meetings with principle contractor to resolve bottleneck of obstruction to delivery.

Review of delivery programme (timelines) of projects within the programmes.

Review of spend forecast to occur to bring up to date.

Recharging of communities funding contributions to hasten.

Rampton Road, Cottenham

Land purchase options are being explored

Indicator 238: Changes in traffic flows across Cambridgeshire from a 2013 baseline

[Return to Index](#)

January 2025

Target	Direction for Improvement	Current Year (2023)	Previous Year (2021)	Change in Performance
Contextual	↓	+1%	-5%	Declining
RAG Rating				
Contextual				

Indicator Description

This indicator considers motorised traffic volumes (car, motorcycle, LGV, HGV, bus) based on annual surveys undertaken across Cambridgeshire. Data from three annual surveys has been included: Cambridge Radial Cordon, River Cam Screenline and Market Towns survey.

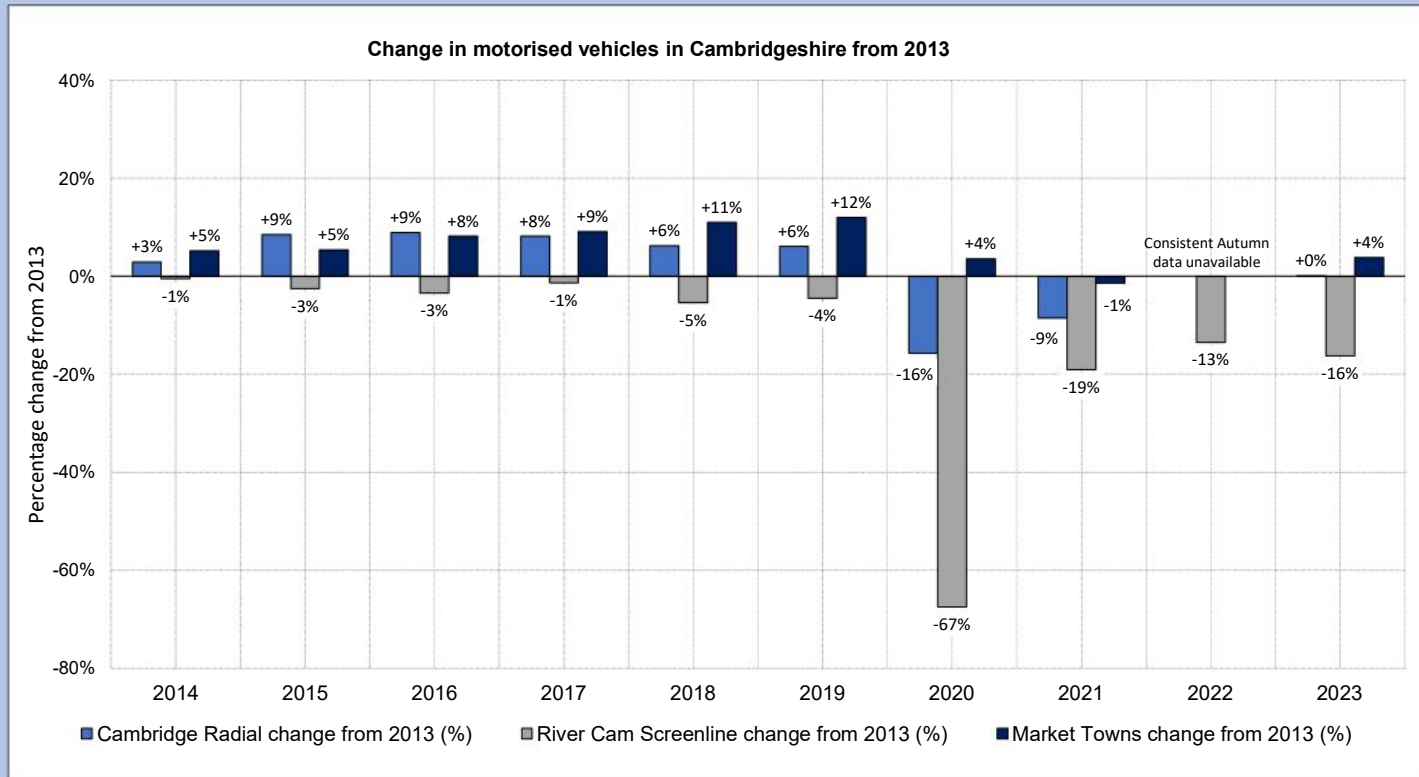
The indicator shows the % change in traffic volumes from a 2013 baseline.

Data for the Radial Cordon and Market Town surveys is collected in October/November each year whilst River Cam Screenline data is collected each Spring.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data for the Autumn surveys (Market Town survey and Cambridge Radial cordon) is not available for 2022.

Total motorised flow volumes in 2023 for context:

- Cambridge Radial cordon = 183,224
- River Cam Screenline = 49,944
- Market Towns = 385,459



Commentary

Cambridge Radial: This survey monitors the number of motor vehicles entering and leaving Cambridge in a 12 hour period (7am to 7pm). The survey is usually undertaken in October/November. Cambridge Radial flows in 2023 present no change when compared to 2013 flows (0%).

River Cam Screenline: This survey monitors the number of motor vehicles crossing the River Cam in Cambridge in a 12 hour period (7am to 7pm). The survey is usually undertaken in April/May. In 2023, motorised flows crossing the river Cam were 16% below 2013 volumes.

Market Town Survey: This survey monitors the number of motor vehicles that enter/exit the Cambridgeshire market towns in a 12 hour period (7am to 7pm). The Market Towns surveyed are: Huntingdon, Wisbech, St. Neots, St. Ives, Ely, March, Whittlesey, Ramsey and Chatteris. The survey is usually undertaken in October/November. In 2023, motorised traffic volumes were 4% ahead of 2013 volumes.

Volumes across all surveys decreased in 2020, likely attributable to the impacts of the COVID-19 pandemic and associated lockdown periods. Since 2020, central Cambridge volumes (River Cam Screenline) have remained lower (-16% in 2023) whilst the Cambridge Radial (entering/exiting the city) and Market Town volumes have gradually increased back to 2013 volumes (0% and +4% change from 2013 respectively).

Useful Links

[Traffic Monitoring Report \(cambridgeshireinsight.org.uk\)](https://cambridgeshireinsight.org.uk)

Actions

Indicator 239: Highways and Transport Complaints

[Return to Index](#)

January 2025

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
In Development	↑	61.84%	57.02%	Improving
RAG Rating				
In Development				

Indicator Description

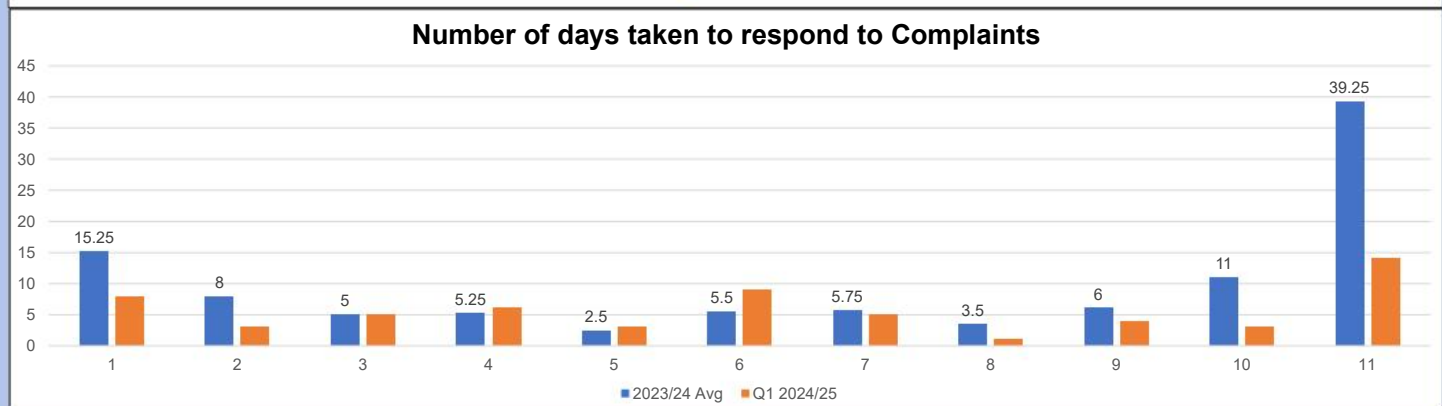
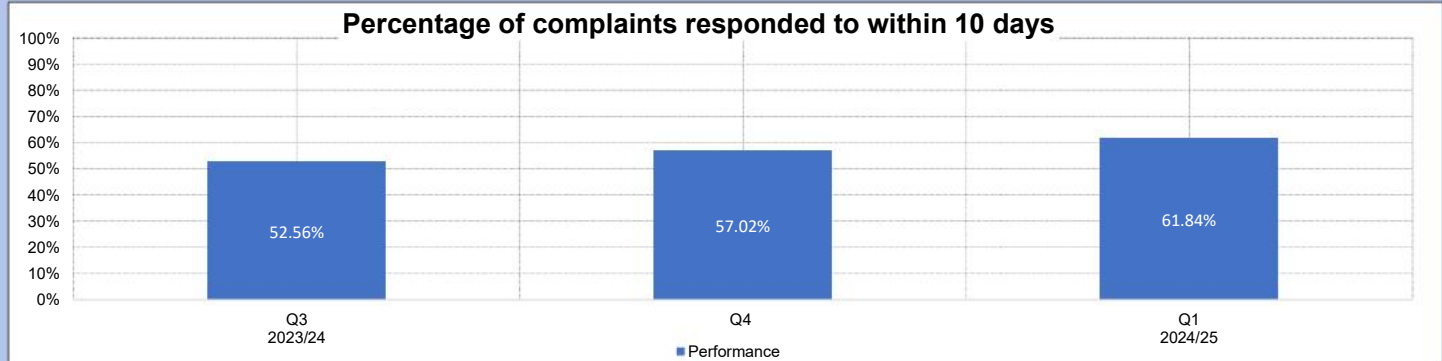
This indicator measures the percentage of complaints that come into the Highways and Transport directorate and are responded to within the agreed Service Level Agreement of 10 working days.

Complaints can be made to the Highways and Transport directorate from an Online form on our website, an email sent to the contact centre, or via letter or telephone.

This indicator has been chosen to show how Highways and Transport is performing when dealing with issues that the public raise directly.

This indicator covers all complaints that have been responded to within the quarter as well as the average response time in days to respond to the complaint.

This indicator is classified as In Development as data is captured for 1 reporting year to help with target setting.

Useful Links**Commentary**

Business Support are continuing to work with 4OC in relation to producing Complaints Standard Operating Procedures for Highways & Transportation, streamlining the processes for the service area and particularly identifying the areas that fail the KPI in relation to complaints, this has identified areas of improvement and we are working closely with 4OC in relation to this.

Business Support are working with the Departments in relation to the outstanding complaints, they are also assisting in the implementation of targeted training, communicating further with the teams to enable a full response to the complaint within the Service Legal Agreement.

The correspondence tracker that has been implemented has been a useful tool for managers, and also Power BI reports are able to be produced from this, the information within these are reviewed by various Directors on a regular basis.

Actions

1 - Business Support Team will visit Highways Depots on Tuesdays, as this is the day Local Highway Officers attend Depots so complaints can be raised each week with the LHO and Manager, prior to failure.

2 - Automation Emails to be sent, and at relevant escalation points managers / senior managers to be included, to enable managers to manage these complaints and to ensure that these are responded within the SLA response time.

Metric	Direction for Improvement	Latest 3yr period	Previous 3yr period	Change in Performance
No. sites	↓	42	38	Declining
No. KSI sites	↓	17	18	Improving
Average severity score	↓	13.38	12.95	Declining

Indicator Description

The number and severity of road traffic collision cluster sites identified on CCC-managed public highway. A cluster site is a location that is experiencing a higher volume of road traffic collisions. Cambridgeshire County Council defines a cluster site as:

- a) 6 or more injury collisions of any severity within 100m or at a junction, in the most recent 3 calendar year period; or
- b) 3 or more fatal or serious collisions within 100m or at a junction, in the most recent 3 calendar year period.

A KSI cluster site is a cluster with 3 or more KSI collisions (3 or more collisions where at least 1 person was killed or seriously injured).

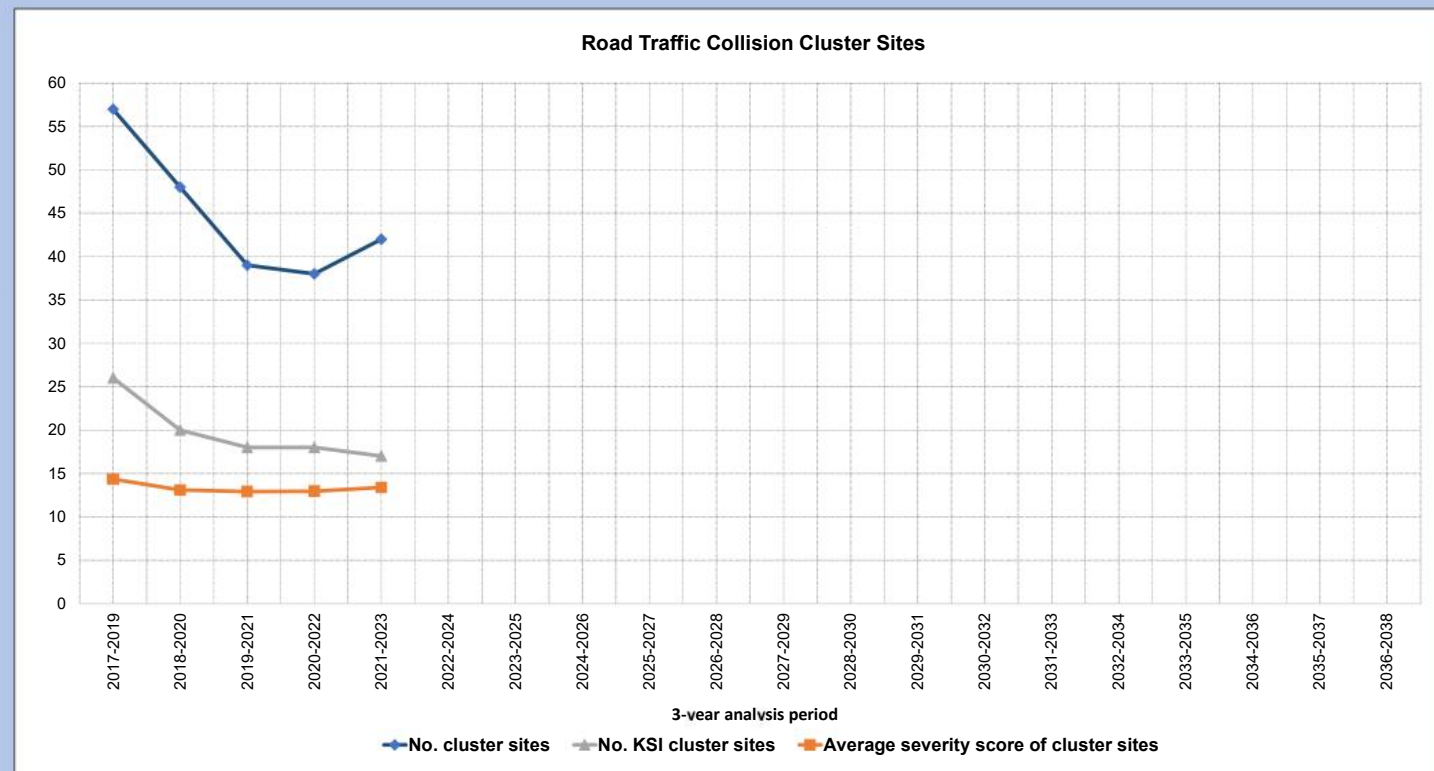
The severity score aims to reflect the seriousness of the collisions within a cluster. The score is calculated using a weighting of 4 for a fatal collision, 3 for a serious collision and 1 for a slight collision. Each cluster is scored on this basis and the average score across all identified cluster sites is presented here.

The number of injury collisions are derived from STATS19 data which follows Department for Transport requirements and therefore only captures collisions that "involve personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included".

Cluster site analysis is updated annually once DfT-verified data becomes available for the latest calendar year. This is usually in Autumn/Winter time each year.

Useful Links

[CCC's quarterly transport data updates](#)



Commentary

Prior to the COVID-19 pandemic, 57 locations on the CCC highway were identified as collision cluster sites ("hotspots").

Traffic flows and travel demand reduced significantly during 2020 and early 2021 which lead to a drop in road traffic collisions. This reduction in collisions also lead to a reduction in the no. of cluster sites being identified (48 in 2018-2020, 39 in 2019-2021 and 38 in 2020-2022). The average cluster severity score has remained fairly stable but did reduce slightly during this period from 14.3 to 13.

Traffic flows had mostly recovered by summer 2021 and since then traffic volumes have plateaued at / near pre-pandemic levels (see the latest quarterly transport data update). Despite traffic flows being almost back at 2019 levels, the number of cluster sites and average severity score are not back at pre-COVID levels. There are currently 42 identified cluster sites (2021-2023) which is 4 more than the lowest number detected during the pandemic (38 in 2020-2022) but 15 fewer than the pre-COVID analysis (57 in 2017-2019). Given that traffic flows are 5-10% below pre-COVID levels, it is encouraging that the no. clusters remains at 26% below pre-COVID levels, the no. KSI clusters remains 35% below pre-COVID levels and the average severity score has remained fairly stable despite increasing slightly recently (from 12.95 to 13.38).

Actions

Place and Sustainability Risk Register H&T

18/11/2024 15:00

Risk		Adverse Weather									
Likelihood	5						Risk Owners David Allatt; Emma Fitch; Peter Gell; Frank Jordan	Current Score Target Score Previous Score	12	Last Review	28/07/2024
	4										
	3				X						
	2							Triggers 1. Adverse weather conditions either result in damage to maintained highway network and infrastructure, and private property.	Likelihood Factors (Vulnerability) Recent years have shown an increased frequency of extreme rainfall and storm events. Winters have been relatively mild.	Potential Consequences 1. Excessive heat, wet, cold or windy weather results in damage to structures and highway network resulting in significant demand and associated cost for remedial works. 2. Weather extremes also give rise to events such as flooding requiring support for communities to help address the immediate issues but also the longer term flood prevention work. 3. Adverse weather can impact on public transport and traffic flows creating increased congestion	
	1										
		1	2	3	4	5					
	Consequence										

Controls	Adequacy	Critical Success
1. Contingency plans are in place for foreseeable adverse weather events helping ensure their effective handling.	Good	
2. DMT work collaboratively to add resilience for such events and to develop future capacity.	Good	
3. Action plan for development of Highways Emergency weather Response to be developed further based on learning from recent events.	Good	
4. Support packages developed for communities to help address the immediate issues but also the longer term flood prevention work.	Good	
5. Effective maintenance in place for winter maintenance, drainage and water management.	Good	

Action Plans	Responsibility	Target Date
--------------	----------------	-------------

Risk		Asset Management System														
Likelihood	5						Risk Owners	David Allatt		Current Score	8		Last Review	23/09/2024		
	4															
	3															
	2					X	Triggers	1. Unsuccessful procurement/implementation of new asset management system.			Likelihood Factors (Vulnerability)	1. Managed through the change programme. 2. Timescales were compressed through failed initial procurement. 3. Procurement is currently on track with regular reporting - a contract is now in place with the supplier (Symology) for the new system (Aurora)		Potential Consequences	1. Current system expires April 2025, and has significant stability issues. 2. Reputational damage. 3. Compromised maintenance offering.	
	1															
		1	2	3	4	5										
		Consequence														

Controls	Adequacy	Critical Success
Change Programme Risk managed through the change programme.	Good	
Close working with supplier Accelerated and coordinated programme of migration to new system.	Good	Communication, risk management and escalation as appropriate, training and support.

Action Plans	Responsibility	Target Date
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Risk Path:

Place & Sustainability New/Cambridgeshire County Council CRR/Cambridgeshire County Council

Risk Category:

Linked Objective(s):

Risk		Capital Maintenance Programme											
Likelihood	5						Risk Owners	David Allatt	Current Score	9	Last Review	Next Review	23/09/2024
	4												
	3			X									
	2						Triggers	Likelihood Factors (Vulnerability)	Potential Consequences				
	1												
		1	2	3	4	5							
	Consequence						1. Failure to approve, commission works, and spend. 2. Insufficient internal resource and market capacity to deliver. 3. Roadspace availability 4. Inclement weather as bulk of delivery is Q3 / Q4 5. Unknown issues arising whilst on site i.e poorer ground conditions than assumed from testing. 6. Third party consents						
						1. Medium - managed through early engagement with stakeholders and varied improvements to how we communicate and publicise our work. 2. Medium - managed through prog board, other projects brought into programme if slippage is identified early enough. Challenges around those schemes which are forecast as being on track until Q4 then slip. 3. Investment will help mitigate and improve network							
						1. Reputational damage. 2. Financial risk of slippage. 3. Unmitigated network deterioration. 4. Programme changes 5. Backend loaded delivery programmes 6. Cost increases on more complex projects							

Controls	Adequacy	Critical Success
Change Programme Continued dialogue with supply chain	Good	
Monthly Programme Board Monthly Capital Maintenance Programme board focused on financial and risk to ensure accurate reporting to CCC Capital Programme Board and to ensure timely delivery.	Good	Attendance, accurate reporting, effective escalation of red risks where necessary, effective corrective action.

Action Plans	Responsibility	Target Date
Programme Board AP's Monthly Action Plans driven through programme board and SRO.		31/03/2025

Risk		Claims & Disputes									
Likelihood	5										
	4										
	3				X						
	2										
	1										
		1	2	3	4	5					
		Consequence									
							Risk Owners		David Allatt; Emma Fitch; Peter Gell; Frank Jordan		
							Current Score		9		
							Target Score				
							Previous Score				
							Triggers		Likelihood Factors (Vulnerability)		Potential Consequences
							1. Failure in service delivery and or dissatisfaction with services (e.g., failure to fulfil statutory duty re highway maintenance)				1. Compensation claim made against the council.
							2. Contractual dispute relating to County projects - e.g. post completion defects				Criminal action undertaken by a regulator for breaches i.e. health and safety.
							3. Dispute relating to financial recovery from third parties (e.g., S106)				2. Judicial Review instigated to challenge council actions.
											3. Lost income

Controls	Adequacy	Critical Success
1. Effective planning and advice taken in governance and decision making. DMT to plan effectively on any claims/disputes during weekly DMT meetings.	Good	Wicked issues being identified Effective risk escalation protocol
2. Effective record keeping and management of all decisions. A decision tracker is being developed with post decision implementation also being captured. All minutes of wicked issues are captured by EA.	Good	Completion of decision tracker Review if meeting minutes Continuous lessons learned log
3. Effective forward planning of key decisions for the Directorate Monitoring and reporting arrangements identify issues early on to allow interventions to mitigate risk. Monthly Finance and Performance meetings are scheduled for financial monitoring and performance, encompassing risk escalation and management from service to DMT.	Good	Risks being escalated from project teams/Heads of service Feedback provided to teams following DMT forward planning and response to risk.
4. Robust service delivery arrangements provide safeguards at the outset. Wicked issues identified at weekly DMT meetings	Good	Wicked issues being escalated
Dispute management	Good	Legal advice, effective decision

Action Plans	Responsibility	Target Date
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Coordinated, informed, structured approach to managing disputes.		making, effective negotiation where appropriate,
Working closely with insurance service Implement best practice claim management approach	Good	Clear customer information re claim, quality and responsiveness of local highway maintenance, timely response to claims lodged.

Risk		Financial (P&S Budget)											
Likelihood	5						Risk Owners	David Allatt; Emma Fitch; Peter Gell; Frank Jordan	Current Score	15	Last Review	Next Review	25/07/2024
	4												
	3					X	Triggers	Likelihood Factors (Vulnerability)	Potential Consequences				
	2						1. Forecast overspend of P&S capital and revenue budgets. 2. Increase in supply chain costs. 3. Impact of increase in fuel prices. 4. High inflation. 5. Impacts of pandemic, war in Ukraine. 6. Increase in maintenance costs.		1. The Council is unable to achieve required savings and or income and consequently fails to meet statutory responsibilities or budget targets. 2. Need for reactive in-year savings. 4. Adverse effect on delivery of outcomes for communities. 5. Cost of schemes increases leading to insufficient budgets for scheme delivery.				
	1												
		1	2	3	4	5							
Consequence													

Controls	Adequacy	Critical Success
Capital Programme Monitoring to ensure adequate inflation is included in early project costings and business cases.	Good	Obtain funding agreements before commencing work and prioritise funded work.
Embedded risk and performance management. Rigorous risk and performance management discipline embedded in all transformation programmes/projects, with an escalation process to DMT/ Programme or Project Boards.	Good	Project Boards provide transparency to relationships, and transparency for performance. Issues are escalated for prompt resolution.
Review of savings and capital forecasts. DMT to regularly review the savings tracker and finance and performance report, ensuring that capital and revenue forecasts are kept up to date.	Good	The delivery of a balanced budget which demonstrates value for money.
Robust service and business planning.	Good	The delivery of a balanced budget which demonstrates value for money.
Strong contract management.	Good	Focus on enhancing commercial relationships will deliver the most

Action Plans	Responsibility	Target Date
Budget Monitoring Continually review project budgets against cost pressures. Issues to be raised as early as possible. Opportunities to raise revenue income to always be considered.		14/02/2025
Continual review of project budgets against cost pressures.		14/02/2025
Service planning priorities to feed into appraisal goals.		14/02/2025

Recruit adequate commercial resources within CCC team to effectively carry out assurance. Work with supply chain to understand resource planning across their contracts regionally and contingency planning. Develop and improve contract management and compliance through introduction of contract management software. Review Professional Services contract competitiveness through		astuteness will deliver the most benefit.
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Risk		Health & Safety									
Likelihood	5						Risk Owners David Allatt	Current Score Target Score Previous Score	16	Last Review Next Review	28/07/2024
	4				X						
	3										
	2										
	1										
		1	2	3	4	5					
Consequence						Triggers	Likelihood Factors (Vulnerability)		Potential Consequences		
						1. Health and Safety (H&S) failings in respect result in injury and or death to staff and/or persons the council has responsibility for in the provision of its services and duties.	The Council is currently being prosecuted by the Health and Safety Executive relating to the Guided Busway, under the Health and Safety at Work Act.		1. Failings lead to injury and or/death of staff of persons the council has responsibility for. 2. The council consequently has to report incidents to the Health and Safety Executive, and could face both criminal and civil legal action and reputational damage. 3. The impact on injured parties, friends, family and colleagues can be significant. 4. Punitive action from regulator including financial		

Controls	Adequacy	Critical Success
1. H&S risk assessments in place, and an assurance audit being undertaken.	Good	
2. H&S on the agenda at team meetings.	Good	
3. Data monitored through scorecard including near misses.	Good	
4. Staff required to complete essential learning on H&S.	Good	
Additional H&S resources Additional resource - specifically in the busway service to focus on H&S / safe system approach	Good	Availability of candidates.
Busway Safety inspections and maintenance regime. Road Safety measures included in directorate performance scorecard. Undertake review and audits of incidents on the highway and busway. Testing of maintenance and management regimes to ensure they meet stated service standards.	Good	Lessons learned from Audits are implemented Testing of regimes completed and feedback acted upon Wicked issues escalated to DMT

Action Plans	Responsibility	Target Date
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Risk		P&S Major Organisational change									
Likelihood	5						Risk Owners Frank Jordan	Current Score 12	Target Score 6	Last Review Next Review	02/12/2024
	4										
	3										
	2							Triggers Restructuring of the senior management team and a service wide review of teams and roles.	Likelihood Factors (Vulnerability) The new structure has been implemented and there has been a loss of some staff as part of the process.	Potential Consequences 1. Increase stress, anxiety and uncertainty for colleagues 2. Risk of challenge and liabilities for the council if change is not managed in accordance with policies, procedures and employment 3.Teams are facing increased pressure due to heavier workloads. 4. Unable to recruit and retain staff with the right skills, experience, and qualifications to undertake service responsibilities, projects and statutory duties. 5. Failure to deliver statutory duties, reduced ability to meet the policy objectives for the council as outlined in the strategic framework and ambitions. Reduced ability to provide timely and appropriate technical advice in relation to decisions made by the council or external bodies, reduced ability to deliver requirements of partners in the delivery of projects. Failure to keep abreast of new legislative requirements.	
	1										
		1	2	3	4	5					
	Consequence										

Controls	Adequacy	Critical Success
Clear communication protocol ED and HR to communicate restructure plans in a clear and timely manner. Opportunity for staff to raise queries and concerns.	Good	HR sending out feedback regularly Availability and visibility of ED to staff
Collaboration Adopt a holistic approach to staffing structures, working in collaboration with Service Directors and Heads of Service.	Good	Communication between ED and service staff Review of all budgets and teams to see where efficiencies can be made
Consultation with staff and unions Establishment of a consultation period with defined start and end date. Collaboration with unions to increase support for staff.	Good	Unions attending meetings with ED and HR Communication of consultation to staff
Employee support	Good	Information to be given to employees by HR

Action Plans	Responsibility	Target Date
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Work with HR to ensure employees affected have opportunities to access interview/redundancy support and health and wellbeing support.		employees by HR
Enhancing Recruitment and HR Policies Highlighting the Culture, Values and Behaviours of the County Council. Highlighting the benefits offered by the council including salary, flexibility, wellbeing support. Embedding a positive workplace culture for all staff which is based on effective engagement	Good	Increased staff retention post restructure Ability to fill roles vacant following the implementation of the new structure
Transparency of decision making Transparency of decision making as part of the consultation, with clear feedback being given. Responses to feedback on restructures	Good	Timely communication

Risk		Partnerships (Service Provision)									
Likelihood	5										
	4										
	3										
	2										
	1										
		1	2	3	4	5					
Consequence											
Risk Owners							David Allatt; Emma Fitch; Peter Gell; Frank Jordan		Current Score		8
									Target Score		
									Previous Score		
Triggers							Likelihood Factors (Vulnerability)			Potential Consequences	
1. A key partnership agreement and/or arrangement fails having a direct impact on the councils ability to effectively provide services and or deliver on future commitments.										1. Failure of partnerships has the potential to result in a number of negative outcomes such as: service reduction, or removal, cost inflation, failure to meet statutory duties, and reputational damage, and an inability to deliver on the councils visions.	

Controls	Adequacy	Critical Success
1. Contracts and agreements are entered into compliance with corporate governance and/or procurement/financial rules as appropriate.	Good	
2. Default situations and mitigations considered when forming contracts and arrangements.	Good	
3. Identified officers have responsibility for monitoring, addressing, and flagging partnership performance issues.	Good	
4. Mapping of key partnership for the directorate undertaken with actions around lead officers, objectives and management arrangements.	Good	

Action Plans	Responsibility	Target Date
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Risk		Procurement & Contracts (Compliance)										
Likelihood	5						Risk Owners	David Allatt; Emma Fitch; Peter Gell; Frank Jordan	Current Score	6	Last Review	28/07/2024
	4					Target Score						
						Previous Score						
	3						Triggers		Likelihood Factors (Vulnerability)		Potential Consequences	
	2				X		1. Failure to effectively procure the necessary contracts to meet service needs. Failure to procure contracts compliantly.				1. Inability of projects to deliver their objectives, and meet time and financial constraints due to failure of contractual arrangements. 2. Contracts failure to meet corporate and legislative procurement rules and requirements. 3. Disruption or unable to provide service delivery due to lack of third-party contracted providers. 4. Contracts do not provide best value due to a lack of a robust procurement exercise. 5. Reputational damage to services. 6. Inability to change contract terms which are damaging. 7. Unable to achieve value for money	
	1											
		1	2	3	4	5						
Consequence												

Controls	Adequacy	Critical Success
1. Contract risk management is understood and practiced, and a contracts risk register in place.	Good	
2. Commercial management is controlled and assured through the lifecycle of commissions.	Good	
3. Quality control is constantly tested across a sample of contract outcomes.	Good	
4. Procurements follow the corporate procurement policy and checks ensure compliance.	Good	
5. All staff engaged in contract work undergo mandatory training.	Good	

Action Plans	Responsibility	Target Date
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Risk		Project Delivery (P&S Capital Programme)										
Likelihood	5						Risk Owners	David Allatt	Current Score	12	Last Review	25/07/2024
	4											
	3				X		Triggers	Likelihood Factors (Vulnerability)	Potential Consequences			
	2									1. Projects fail to be delivered in accordance with their requirements.		1. Project does not meet is expected outcomes and/or stakeholders are unhappy with project outcome. 2. Project costs exceed budget and/or expected savings are not achieved or managed effectively. 3. Failure to manage future demand. 4. Projects fail to be delivered in accordance with their requirements.
	1											
		1	2	3	4	5						
	Consequence											

Controls	Adequacy	Critical Success
DMT oversight of capital programme board. A robust protocol has been established to ensure DMT and finance colleagues are completing a quality assurance process on the business cases presented at capital programme board.	Good	Business cases competed in time and saved in relevant area DMT using finance and performance meetings and DMT weekly meetings to quality assure business cases.
Full compliance of project management principles across Project Delivery.	Good	
Project and Programme Boards in place.	Good	
Projects are managed and provide accurate cost reporting and early escalations (when required), using appropriate systems.	Good	
Robust project and programme risk management in place.	Good	

Action Plans	Responsibility	Target Date
Development of Digital by Default practices. Accurate reports in live time can be run to provide programme, risk, cost and resource information- and performance managed and reported via KPIs. Continuous development of Digital by Default practices, and compliance checks.		25/04/2025

Risk		Road Safety												
Likelihood	5						Risk Owners	David Allatt	Current Score	12	Last Review	28/07/2024		
	4												Target Score	Previous Score
	3				X									
	2						Triggers	Likelihood Factors (Vulnerability)	Potential Consequences					
	1													
		1	2	3	4	5								
	Consequence						1. Failure to respond to network intelligence, post collision information 2. Insufficient funding/resources to deliver road safety schemes.							

Controls	Adequacy	Critical Success
1. Member of the Cambridge and Peterborough Road Safety Partnership.	Good	
3. Road Safety Strategy and robust monitoring of the strategy.	Good	

Action Plans	Responsibility	Target Date
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Risk		Statutory Highways Duty to Maintain the Highway									
Likelihood	5										
	4										
	3										
	2										
	1										
		1	2	3	4	5					
Consequence											
Risk Owners							David Allatt		Current Score		15
									Target Score		
									Previous Score		
Triggers							Likelihood Factors (Vulnerability)			Potential Consequences	
1. Failure of service to maintain the highways infrastructure in a safe and functional manner as described in the Highways Act due to aging assets and insufficient funding.										1. Death or injury to the travelling public; increase in successful third party claims as a result of poorly maintained highways infrastructure. 2. Resultant reputational damage for the Service, Department and Council. Resultant financial implications of claims pay outs, increased insurance premiums, requirement to meet directives and requirements of coroners inquests.	

Controls	Adequacy	Critical Success
1. Operate to and within Highways Operational Standards.	Good	
2. Operate robust recorded processes for all safety maintenance.	Good	
3. Review intervention levels regularly.	Good	
4. Monitor network decline and make the case for adequate funding.	Good	
New Asset Management System and Inspection protocols Enhanced system of recording and responding to network issues. New IT Asset Management system, and revised approach to network defect inspection,.	Good	

Action Plans	Responsibility	Target Date
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Highways and Transport Policy and Service Committee Agenda Plan

Notes

- The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12
- * indicates items expected to be recommended for determination by full Council
- + indicates items expected to be confidential, which would exclude the press and public
- The following are standing agenda items which are considered at every Committee meeting:
 - Minutes of previous meeting and Action Log
 - Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead Officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
21/01/25	Business Plan and Budget 2025/26 – 2029/30	F Jordan	Not applicable	09/01/25	13/01/25
	East West Rail Non-Statutory Consultation	C Poultney / N Panesar	Not applicable		
	Performance Monitoring Report – Quarter 2 2024/25	R Springbett	Not applicable		
04/03/25	Residents Parking Scheme Policy Review	N Gardner	2025/007	20/02/25	24/02/25
	Highways Capital Programme	J Rutherford	2025/020		
	Future Procurement Strategy – Contract Model Assessment	D Allatt	2025/009		
	Peat Soil Affected Roads Trial	J Rutherford	2025/032		
	Mill Lane Little Paxton	D Allatt	Not applicable		

	A14 Outstanding Issues and Consents Lessons	J Smith / A Tithecott	Not applicable		
	Active Travel Hierarchy	D Ashman	Not Applicable		
	Collision Cluster Sites and International Road Assessment Programme (iRAP)	S Burgin	Not Applicable		
	Delivering Transport Strategy Aims	J Smith	Not Applicable		
	Finance Monitoring Report – January 2025	S Heywood	Not applicable		
17/06/25	Highways and Transport Performance Report – Q4	R Springbett	Not applicable		
	Finance Monitoring Outturn Report – 2024/2025	S Heywood	Not applicable		
02/09/25	Asset Management Policy and Strategies	J Rutherford	2025/031	09/08/25	11/08/25
14/10/25	Local Highway Initiatives 2025-26 Programme	J Rutherford	Not applicable	02/10/25	06/10/25
	Finance Monitoring Report	S Heywood	Not applicable		
	20mph 2025/26 Programme	J Rutherford	Not applicable		
02/12/25	Finance Monitoring Report – October 2025	S Heywood	Not applicable	20/11/25	24/11/25
20/01/26				08/01/26	12/01/26
03/03/26	Finance Monitoring Report – January 2026	S Heywood	Not applicable	19/02/26	23/02/26
16/06/26				04/06/26	08/06/26

Please contact Democratic Services democraticservices365@cambridgeshire.gov.uk if you require this information in a more accessible format.