

## Traffic Management Update

To: Highway & Transport Committee

Meeting Date: 12<sup>th</sup> July 2022

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

Electoral division(s): All Cambridgeshire divisions

Key decision: No

Forward Plan ref: N/A

Outcome: The Committee is asked to consider the Traffic Management update provided and approve the principle of broadening prioritisation criteria for 20mph schemes as set out in 2.15.

Recommendation: The Committee is asked to note the content of the update report and agree to the principle of broadening prioritisation criteria as set out in 2.15.

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### Member contacts:

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# 1. Background

- 1.1 Members have asked for an update on some traffic management issues which have been the subject of previous reports to committee. Civil Parking Enforcement (CPE) in September 2021 & November 2021, 20 mph schemes in November 2021 and January 2022 and Heavy Good Vehicle (HGV) Policy in December 2020 and November 2021.
- 1.2 This report provides an update on these matters.

## 2. Civil Parking Enforcement

- 2.1 In September 2021, a report was presented to this committee which looked at the delivery of CPE across South Cambridgeshire, Fenland and Huntingdonshire. As detailed in this report, CPE transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority. If the applications made were successful, the County Council would be responsible for both enforcement and administration of any on-street restriction within the designation Order area (the district) and any associated costs.
- 2.2 As all or part, of these responsibilities can be delegated, Officers were instructed to work with partners to draft agency agreements and a funding agreement which will, as far as reasonably practicable, mitigate the Councils exposure to operational and financial risk. The report confirmed that Fenland District Council (FDC) and Huntingdonshire District Council (HDC) had taken steps to secure funding to cover the annual shortfall as well as all associated implementation costs and that the GCP had made a commitment (in South Cambridgeshire) to providing funding to cover all implementation costs and on-going financial support to cover any revenue shortfalls for a time limited period (to be negotiated). This time limited period has now been established as 5 years.
- 2.4 In September 2021, this committee resolved to:
  - Authorise Cambridgeshire County Council (CCC) to prepare a Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) application to the Department for Transport for a Designation Order for the introduction of CPE in Fenland, Huntingdonshire, and South Cambridgeshire.
  - Delegate the approval of Agency Agreements with Fenland, Huntingdonshire and South Cambridgeshire District Councils, a funding agreement with the Greater Cambridge Partnership and the Department for Transport application to the Executive Director of Place and Economy, in consultation with the Chair of the Highways and Transport Committee.
- 2.5 As part of the CPE application process, a key stakeholder consultation has been undertaken. This included the local authorities bordering the three districts, the Police, emergency services and other organisation with a vested interest in the highway within these districts. 40 organisations were contacted and whilst 15 (inc. the Police) confirmed receipt of the consultation, no objections were made. Work on preparing the applications has now commenced with a view to taking the final draft to this committee in late summer / Autumn 2022.

- 2.6 To support the applications, the County Council needs to ensure that all on-street restrictions correspond to the underlying Traffic Regulation Orders (TRO) and all signs and lines are in a condition which enables enforcement. The on-site signs/lines surveys for South Cambridgeshire and Fenland have now been completed and work on the TRO review is currently underway. HDC are in the process of commissioning the signs/lines survey for Huntingdonshire.
- 2.7 Due to the level of queries identified through the sign and lines surveys and limited resources, the TRO review is taking longer than initially expected. In addition, after early discussion with our contractor, Milestone have indicated that due to resourcing issues the design and delivery elements of this project could take significantly longer than originally expected and due to the amount of design work required may be more expensive than originally anticipated. FDC officers have raised concerns about the design costs and the possible delays to the programme. Milestone and CCC are working together to identify opportunities to manage and reduce costs as much as possible within the current market environment. Once the initial design work is underway and the extent of the remedial work required across all the districts is better understood, officers will be able to revise the CPE delivery programme, working closely with Milestone to reduce the delivery time frame where possible.
- 2.8 County Council Officers are endeavouring to mitigate the impact of these schemes through the negotiations that are currently ongoing with each of the relevant Districts. In addition to this, all parties are attempting to maximise the opportunities for external funding to ensure that CPE is as cost neutral as possible. Once the agreements have been drafted, they will need to be approved at a District level and for GCP the GCP Executive Board before approval is sought as detailed in item 2.4. It is envisaged that this process will be completed in mid-summer 2022.
- 2.9 In the absence of an agency/financial agreement (as detailed in the September's report), the County Council would need to ensure that systems are in place to provide enforcement and administration services and to cover any financial deficits. If such a situation arose, the County Council would look to tailor enforcement to better reflect income and consider, in Huntingdonshire and South Cambridgeshire, the introduction of on-street parking charges, where financially viable, to help reduce any revenue shortfall. Such on-street charging is unlikely to be viable option in Fenland as off-street parking is free across the district.
- 2.10 Prior to the GCP funding of Civil Parking Enforcement (CPE) in South Cambridgeshire coming to an end, officers will develop a cost-neutral operation model which will support CPE across South Cambridgeshire. Any future operational model will come back to committee before the 5-year funding from GCP expires. This will look at tailoring enforcement to better reflect income along with considering the introduction of on-street charges such as pay and display parking and/or bus gates where financially viable. As South Cambridgeshire essentially surrounds and borders the Cambridge City enforcement area, increasing costs will be minimised due to the processing structure and systems already being in place. Officers will develop enforcement activities based on extending current patrols across the district border and utilising mobile methods' for reaching more outlying areas.

## **20 mph schemes**

- 2.11 A Member Working Group (MWG) on 20 mile per hour (mph) schemes has been established

and £100k funding has been allocated for 2022/23 for the implementation of schemes in-line with the Joint Administration pledge on 20mph. Fourteen advance schemes have been identified from the LHI application process and will be funded from this new funding allocation. An indicative timeline for the delivery of these early 20mph schemes is as follows:

- April 22 – Handover to Milestone for design as one work package.
- May 22 – September 22 – Design and liaison with applicants for approval following new 20mph policy being adopted.
- October 22 – November 22 – Formal consultation for Traffic Regulation Orders.
- December 22 – January 23 – Pricing and programming for Delivery.
- February 23 – May 23 – Construction on site.

- 2.12 The MWG met on 25 May 2022. Cllr Beckett was elected as chair. The other Members on the group are Cllrs. Criswell, Dew, Howell, Shailer, Giles, Dupre. One of the key tasks of the MWG is to agree the scoring criteria and a process for prioritisation for future 20mph schemes.
- 2.13 The MWG agreed that a broad set of criteria should be used for assessing schemes to make it more accessible for communities to apply. Whilst proximity to schools will be an important consideration Members are keen to encourage area-based schemes and schemes where there is high level of non-motorised users.
- 2.14 The existing speed limit policy sets out that mean speeds of 24mph or less are required for a new 20mph scheme. The MWG agreed that the prioritisation should not be dependent on the 24mph mean speed. Whilst this will remain a key consideration, it should not alone prevent a scheme being considered against the wider prioritisation criteria.
- 2.15 The prioritisation criteria will be the subject of discussion and refinement at future MWG to create a broader approach to schemes. Any changes to the speed policy agreed by the MWG will require approval from the Executive Director of Place and Economy in consultation with the Chair and Vice Chair of this committee under delegated powers and will be reflected in the Highways Operational Standards.

### **HGV Member Working Group**

- 2.16 The Heavy Good Vehicle (HGV) Members Working Group is making progress in reviewing the HGV Policy and are looking to align with the Local Transport and Connectivity Plan review and plan to bring a revised policy to the Highways and Transport Committee later in the year. The new policy will include a new assessment process for communities seeking restrictions on HGVs.

## **3. Alignment with corporate priorities**

### **3.1 Environment and Sustainability**

An increase in the number of 20mph schemes in Cambridgeshire may encourage active travel and enhance modal shift to more sustainable transport choices

### **3.2 Health and Care**

An increase in the number of 20mph schemes in Cambridgeshire may encourage active travel.

### 3.3 Places and Communities

Increasing the number of 20mph schemes in our communities can improve quality of life by reducing traffic speeds as well as positively impacting on road safety.

### 3.4 Children and Young People

There are no significant implications within this category.

### 3.5 Transport

An increase in the number of 20mph schemes in Cambridgeshire may encourage active travel and enhance modal shift to more sustainable transport choices as well as positively impacting on road safety.

## 4. Significant Implications

### 4.1 Resource Implications

The resource implications are detailed within the body of the report. In summary

- Civil Parking Enforcement: Associated implementation cost and on-going operational costs will be covered by HDC, FDC and the GCP for a period of 5 year with an option for extension for HDC and FDC. After this period, in the absence of an agency/financial agreement, as detailed above and in September's report, the County Council would need to ensure that systems are in place to provide enforcement and administration services to ensure that any financial deficits are covered

In the absence of an agency/financial, as detailed above and in September's report, the County Council would need to ensure that systems are in place to provide enforcement and administration services and resource and financial deficits covered.

- 20 mph speed limit schemes: to be funded by the Parish /Town Council contributions and using ring fenced 20 mph funding where successful bids have been agreed.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

### 4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

### 4.4 Equality and Diversity Implications

There are no significant implications within this category.

- 4.5 Engagement and Communications Implications  
There are no significant implications within this category
- 4.6 Localism and Local Member Involvement  
A Highways and Transport cross-party working group of County Councillors have been involved in the review of the 20mph policy and recommending the change to the policy set out in this report.
- 4.7 Public Health Implications  
Increasing the number of 20mph schemes in the county could have a positive impact on public health creating safer communities by reducing traffic speeds.
- 4.8 Environment and Climate Change Implications on Priority Areas:
- 4.8.1 Implication 1: Energy efficient, low carbon buildings.  
Neutral Status:  
Explanation: There are no significant implications within this category.
- 4.8.2 Implication 2: Low carbon transport.  
Positive Status:  
Explanation: increasing 20mph schemes can encourage active travel.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.  
Neutral Status:  
Explanation: There are no significant implications within this category.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.  
Neutral Status:  
Explanation: There are no significant implications within this category
- 4.8.5 Implication 5: Water use, availability and management:  
Neutral Status:  
Explanation: There are no significant implications within this category
- 4.8.6 Implication 6: Air Pollution.  
Neutral Status:  
Explanation: There are no significant implications within this category
- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.  
Neutral Status:  
Explanation: There are no significant implications within this category

Have the resource implications been cleared by Finance? **Yes**

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Clare Ellis

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

Name of Legal Officer: Fiona McMillan

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

**Yes**

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

**Yes**

Name of Officer: Sarah Silk

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

Name of Officer: David Allatt

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

Name of Officer: Iain Green

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

**Yes**

Name of Officer: Emily Bolton

## 5. Source documents

### 5.1 Source documents:

None