

Highways and Transport Committee: Minutes

Date: 6 December 2022

Time: 2:00pm to 3.50pm

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Douglas Dew, Lorna Dupre, Jan French, Ryan Fuller, Bryony Goodliffe, Mark Howell, Peter McDonald, Mac McGuire, Brian Milnes, Alan Sharp and Mandy Smith

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

119. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Bird, Fuller and King. Councillors Goodliffe and Howell substituting respectively.

120. Minutes – 4 October 2022 and Action Log

The minutes of the meeting held on 4 October 2022 were agreed as a correct record and the action log was noted.

121. Petitions and Public Questions

No petitions were received. There were comments and a question from members of the public that were heard under the relevant agenda item.

122. Transforming Cities Fund

The Committee received a report that sought the Committee's approval for the delivery of the Cambridgeshire elements of the 2023/24 programme to be funded from the Cambridgeshire and Peterborough Combined Authority's Transforming Cities Fund (TCF) allocation.

During discussion of the report Members:

- Welcomed the allocation of funds for county-wide speed reduction measures. Noted that the City of Ely Council endorsed a 20mph zone for the city and welcomed the engagement that Cambridgeshire County Council
- Sought clarity on how the decision was taken for which schemes to include within the TCF funding allocation. The presenting officer explained that the schemes included were pre-existing schemes that had been taken from existing strategies or projects. Substantive discussions with the CPCA began in earnest during

September and October 2022. Deliverability within specified timescales (15 months) was highlighted as a key concern when selecting the schemes. There would be opportunity for member and wider stake holder involvement during the design phase of the projects.

- Noted that existing schemes were prioritised by officers against the stated objectives of the CPCA to determine what schemes would go forward. the schemes were prioritised by officers by looking at existing schemes. In response, Members requested that they were involved in future when such exercises were taking place.
- Welcomed the inclusion of the Addenbrooke's roundabout and highlighted the School Streets programme calling for a larger budget for such schemes in the future.
- Expressed concern regarding the inclusion of the proposed Chatteris zebra crossing without consultation with Parish or District Councils.
- Questioned whether if some of the schemes included were unable to be delivered, would there be a mechanism through which replacement schemes would be brought forward and included within the TCF. Officers confirmed that there were schemes that could potentially replace any that were unable to be progressed and officers would ensure member involvement and scrutiny of any such replacement schemes.
- Noted the updated provided regarding the BP roundabout in Ely and requested that it be reviewed with a view to be being included within the TCF.

It was resolved to:

- a) Delegate authority to the Service Director, Highways and Transport to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority for the schemes in Cambridgeshire identified for funding in this report;
- b) Approve the delivery of the new Cambridgeshire elements of the 2023-24 Transforming Cities Fund programme.

123. Review of Draft Revenue and Capital Business Planning Proposals for 2023-28

The Committee received a report that presented the draft business planning proposals for 2023-28. Budget gap highlighted was in the order of £28m and that has been reduced over the past months. Biggest pressure is from inflation. Higher than average inflation in Highways. Proposals detailed in paragraph 6.5 and contained in the appendix. Capitalisation of some revenue costs for 2 years no reduction in spending power and will be returned to revenue after the 2 years. Investment in LED streetlighting.

During discussion of the report Members:

- Highlighted the particularly acute inflationary pressures within the supply chain, commenting that Government forecasts predicted that it would fall away. Officers informed the Committee there were signs that inflation was levelling off. However, they remained vigilant. Members noted that supply chain issues were causing difficulties in sourcing parts and materials. Officers reassured the Committee that work was ongoing with suppliers to manage the situation and secure materials earlier. Electrical components were particularly difficult to source due to the war in Ukraine which was a key manufacturer of such components.
- Noted that officers were currently working with the street lighting contractor regarding the PFI contract to enable the replacement of remaining lanterns with LED units.
- Commented that paragraph 1.2 of the report was inaccurate when referencing the previous Government.
- Questioned what consideration had been given to prioritising spending on areas that would reduce future demand, citing grip cutting as a particular issue where if it was undertaken regularly would reduce the level of potholes occurring on the edge of roads. Officers explained that there was currently an ongoing programme of drainage maintenance and gulley clearing. There was also a programme of drainage interventions taking place that included the re-introduction of Grip cutting. Members emphasised the importance of Grip cutting and urged its prioritisation.
- Highlighted the increased costs of materials faced by the Council such as bitumen products that had risen by 35%.
- Sought greater clarity regarding the capitalisation of revenue investment. The presenting officer explained that it was proposed to capitalise £4m of revenue for a period of 2 years, at which point it would return to revenue.
- Expressed concern regarding the highway maintenance budget and the inflationary pressures that would affect it and represent a sizable decrease in the budget.
- Welcomed the highways recycling scheme that sought to re-use aggregate material rather than quarrying new aggregate.

It was resolved to:

- a) Note the progress made to date and next steps required to develop the business plan for 2023-2028;
- b) Comment on and endorse the budget and savings proposals that are within the remit of the Committee as part of consideration of the Council's overall Business Plan;

- c) Comment on and endorse the proposed changes to the capital programme that are within the remit of the Committee as part of consideration of the Council's overall Business Plan;
- d) Note the updates to fees and charges for 2023-24.

124. Civil Parking Enforcement (CPE) Update

The Committee received a report that provided an update on the transfer of Civil Parking Enforcement (CPE) powers and responsibilities for on-street enforcement from the Police to the Highway Authority in accordance with the Traffic Management Act 2004.

During discussion of the report Members:

- Noted that the Greater Cambridge Partnership (GCP) and Cambridgeshire County Council had identified funding and discussions were ongoing with the Cambridgeshire and Peterborough Combined Authority. Officers undertook to provide a financial summary that had been previously circulated to the Committee.

ACTION

Councillor McDonald left the meeting at 3pm

- Expressed concern and disappointment regarding the delays to the project and questioned whether there would be negative financial implications for district council's due to the delay. The Committee noted that discussion regarding funding were on going at that grant funding from the Combined Authority was time limited.
- Noted that regarding funding provided by the Greater Cambridge Partnership; it was able to do so through its ability to invest in the travel to work area. It was noted further that the GCP was also using that ability to providing funding for buses.
- Expressed concern regarding the delays to the project and the funding.
- Noted the caveats contained within the report regarding the cost estimates and the potential for escalation.
- Noted the substantial difference in costs between the Police and the Council as all signage and lines would have to dealt with in one blanket programme whereas under Police enforcement they would be replaced on continual basis.

It was resolved to:

- a) Note the content of the CPE Update.
- b) Note the County Council's one-off contribution to support authorities implementing CPE (see 2.1 – 2.6)

125. 20 MPH – Update

The Committee received a report that updated the Committee on the 20mph programme. The report reflected the discussions that had taken place at previous Highways and Transport Committee meetings and at the Member Working Group. The report also sought the Committee's approval for various 20mph schemes across the county.

The Committee received comments from Jeremy Shepherd attached at Appendix A

The Chair invited the local Member for Godmanchester, Councillor Graham Wilson to address the Committee. Councillor Wilson began by welcoming the support of the Godmanchester scheme by Mr Shepherd and highlighted the benefits of the scheme to the community. The scheme had attracted the support of both Town and District Councillors (who submitted the bid) and that of residents. The consultation received only 3 objections to the proposed scheme and the local Facebook group had been broadly supportive of the proposals. Attention was drawn by Councillor Wilson to the number of accidents that had occurred within the proposed zone boundary, several of which have been given a serious rating. Councillor Wilson's reservations regarding the need for buffer zones had successfully been addressed by officers. Regret was expressed that the scheme could not be implemented on unadopted roads of which there would be many given the level of development that was taking place in the area, expressing hope that they would have 20mph limits before being adopted. Councillor Wilson also expressed regret that there was no available budget for physical speed reduction measures. Concluding his comments, Councillor Wilson urged the Committee to support the scheme having noted the objections received.

During discussion of the report Members:

- Thanked the member working group for its work and welcomed that prioritisation should not be dependent on the 24mph mean speed and should not prevent a scheme being considered against the wider prioritisation criteria.
- Drew attention to Cambourne as an area that was self-contained and was ready to adopt a 20mph zone. However, there were several roads that remained unadopted by the Council and it was therefore essential that provision be made for any new developments to ensure roads had 20mph speed limits when built.
- Questioned the efficacy of Section 38 agreements in compelling developers to take action as they often took years to implement.
- Commented that it was essential that planning authorities ensure that 20mph zones were incorporated within new developments during the planning process.
- Noted that additional funding would be provided through the Transforming Cities Fund that had been agreed following the publication of the report. The Member Working Group would consider allocations of Transforming Cities Fund money.

It was resolved to:

- a) Note the update on progress from the Member Working Group
- b) Agree the Speed Limit Policy changes set out in paragraph 2.2 and 2.3
- c) Agree the prioritisation framework in Appendix A
- d) Determine the objections received to the proposed installation of various 20mph speed restrictions in Appendix B. To approve the proposed speed limit orders as advertised, and inform the objectors accordingly

126. Active Travel Design Guide Update

The Committee received a report that provide the Committee with an update on the Active Travel Design Guide. The guide was being developed with the intention to provide information and resources for the planning, design, construction and maintenance of public rights of way routes for active travel in Cambridgeshire.

The Committee received a public question regarding this item attached at Appendix B.

During discussion of the report Members:

- Noted the report had been requested by a member of the Committee and therefore had to be scheduled in alongside other projects.
- Drew attention to the Cambridgeshire and Peterborough Combined Authority (CPCA) and its role within travel and questioned why it was not mentioned within the draft guide. The presenting officer advised that engagement was taking place with the CPCA on the active travel strategy which would be a child document of the Local Transport and Connectivity Plan (LTCP). The intention was to link the guide with the Active Travel Strategy in order that it was linked with partner organisations.
- Noted and welcomed the input from a wide range of stake holders.
- Echoed support for the formation of a member working group that would review the draft design guide.

It was resolved to:

- a) Recognise progress and challenges to date, as detailed in the update.
- b) Approve the formation of a cross party Member Working Group to review the draft Design Guide and feedback to the Highways and Transport committee.
- c) Agree the proposed planned activities for stakeholder engagement.

127. Finance Monitoring Report – October 2022

The Committee received a report that updated the Committee on the budgetary position for the Place and Sustainability directorate. The presenting officer highlighted the revenue pressures relating to the Committee's remit included street lighting, park and ride and lost sales, fees and charges. The Committee also noted the financial position relating to the capital budget.

During discussion of the report Members:

- Queried the figures provided within the report relating to the highways maintenance budget, of which £7m remained unspent and the forecast variance was only £40k, as it would have been expected that most maintenance would have been undertaken during the summer when weather conditions were more favourable. The presenting officer explained that the report detailed the financial position up to the end of October 2022 and there was a delay in invoicing and confirmed that the forecast was the anticipated spend for the year. The spend was on a cash basis rather than accruals. Accruals would take place at the end of the financial year where work had been undertaken but had yet to be invoiced.
- Sought clarity regarding pressure relating to Guided Bus maintenance relating to the installation of a temporary fence and safety measures together with access charge income. Officers undertook to provide a split of the pressure to the Committee
ACTION

It was resolved to:

Review, note and comment on the report.

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

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

Chair