

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 23 January 2024

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 at
<http://tinyurl.com/ccc-conduct-code>
- 2 Highways and Transport Committee - Minutes December 2023 & Action Log** **5 - 18**
- 3 Petitions and Public Questions**

DECISIONS

- 4 Business and Financial Plan 2024-2029** **19 - 110**

KEY DECISIONS

5	Review of the Highways Operational Standards in Relation to Weed Management	111 - 196
6	Peat Soil Affected Roads – Safety and Management Plans	197 - 278
7	Active Travel Network Maintenance Hierarchy	279 - 338

INFORMATION AND MONITORING

8	Performance Management Update	339 - 362
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10	Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies	419 - 422
11	Exclusion of Press and Public	

To resolve that the press and public be excluded from the meeting on the grounds that the agenda contains exempt information under Paragraphs 1 & 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed information relating to any individual, and information relating to the financial or business affairs of any particular person (including the authority holding that information)

KEY DECISIONS

12 King's Dyke Update

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);
- Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings;

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Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting [Democratic Services](#) no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution: [Procedure Rules hyperlink](#)

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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 Douglas Dew Councillor
Lorna Dupre Councillor Janet French Councillor Ian Gardener Councillor Anne Hay
Councillor Bill Hunt Councillor Simon King Councillor Peter McDonald Councillor Brian
Milnes and Councillor Alan Sharp

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	Daniel.Snowdon@cambridgeshire.gov.uk

Highways and Transport Committee: Minutes

Date: 5 December 2023

Time: 10:00am to 2.00pm

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Piers Coutts, Claire Daunton, Doug Dew, Lorna Dupré, Jan French, Ian Gardener, Anne Hay, Simon King, Peter McDonald, Brian Milnes, and Alan Sharp

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

172. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Bird and McGuire

Councillor King declared a non-pecuniary interest as a member of the Cambridgeshire Local Access Forum and Councillor Beckett informed the Committee that he lived in the Lensfield Road area of Cambridge and had received confirmation from the Monitoring Officer that he was able to participate in the debate of minute 175 – Active Travel Schemes Tranche 2.

173. Minutes – 3 October 2023 and Action Log

The minutes of the meeting held on 3 October 2023 were agreed as a correct record subject to the amendment of the final bullet point of minute 166 – Local 20mph Process Delivery Programme to ‘some members expressed doubts...’.

The action log was noted subject to the addition of the Wisbech Access Strategy to the log.

174. Petitions and Public Questions

There were several public questions and contributions (attached at Appendix A) and no petitions.

175. Active Travel Schemes Tranche 2

The Committee received a report that requested the Committee consider objections, representations and updates in response to the introduction of Experimental Traffic Regulation Orders for Active Travel Tranche 2 schemes and approve delegations of authority for the remaining Active Travel schemes set out within the report.

There were several comments and questions from members of the public and local members attached at Appendix A to these minutes.

During discussion of the report, members raised the following points:

- With regard to the A505 roundabout scheme, a member noted the difficulty for officers of balancing the needs of all road users while encouraging modal shift. There was considerable stress on the road network owing to the level of job creation in the area. Pollution maps illustrated high levels of air pollution at junctions in the area, and it was important that care was taken to avoid creating pollution through such schemes. In response the presenting officer explained that the scheme was designed as interim measures intended to reduce speeds and increase safety at the crossing.
- In relation to the removal of the lay-by on East Road Cambridge, a member questioned whether legal advice had been sought on the matter. The presenting officer informed the Committee that there had been no record of a land transfer agreement found and had been advised that the closure was lawful.
- Concern was expressed by a member that the presentation of multiple schemes to the Committee for approval did not aid decision making and commented further that it was quite difficult to follow which scheme was being referred to.
- A member expressed scepticism relating to measure that could be viewed as penalising motorists. The use of cars and commercial vehicles were essential to the economy and efforts to promote active travel must be sensitive to that. It was also noted that commuting and work were being focussed on, however, leisure travel should not be overlooked.
- Attention was drawn to divisions where no public transport or cycle paths were available and the importance of active travel was emphasised in relation to health and in particular, childhood obesity.
- Concern was expressed by a member regarding Vinery Road that had a 'School Streets' scheme in place and there was no data on the impact on surrounding roads. Concern was also expressed in relation to Church Street, East Road and Trumpington.
- A member commented that the schemes had not been developed in isolation and they represented a balanced set of schemes that adhered to government guidance.
- Attention was drawn by a member to Vision Zero, commented that there was little mention within the report of road traffic accidents
- The importance of active travel in rural areas was highlighted by a member and requested that it be considered more carefully.
- A member commented that it would have been beneficial for further information to have been provided within the report. In particular, how the bus junction could be

improved for Lensfield Road and the impact of the School Streets scheme on Vinery Way.

- The positive impact on footfall on Vinery Road was highlighted by a member together with the positive response to the filter amongst residents.

It was resolved to:

- a) Review the objections and representations received and consider the making of a traffic regulation order to make permanent the following:
 - i) Vinery Road, Cambridge modal filter;
 - ii) Church Street, Cambridge modal filter;
 - iii) the one-way section on Cambridge Road, Madingley;
 - iv) the contra-flow cycle lane on Ambury Road, Huntingdon; and
 - v) the removal of the layby on East Road, Cambridge;
- b) Consider the objections and representations received and agree to keep in place the East Road trial scheme until development led works are undertaken, and delegate authority to the Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to make any changes to the East Road scheme in order to further facilitate the movement of emergency vehicles.
- c) Consider the objections and representations received and agree to keep in place the Trumpington Rd/Lensfield Rd/Fen Causeway junction trial scheme whilst supporting further work to explore changes to the scheme at the Lensfield Rd/Fen Causeway junction or surrounding area to facilitate bus movements and delegate authority to the Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to make any changes.
- d) Support the retention of the interim measures at the A505/A1301 junction and Newmarket Rd/Wadloes Rd/Barnwell Rd junction and the traffic calming measures in Bassingbourn.
- e) delegate authority to Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport to progress the proposed crossings on Jeavon's Lane, Cambourne.

176. LHI 2024-25 Process Update Report

The Committee received a report that sought approval to the existing LHI process. Following the first round of applications following the change in process the member working group reviewed and recommended changes to the process. Draw attention to the progress of the LHI programme.

A public question was received for this item and the question and response are attached at Appendix A to these minutes.

During discussion of the report, Members raised the following points:

- Emphasised the importance of looking at the cost of projects and how they were delivered as some appeared to be inordinately expensive such as a zebra crossing that cost £48k.
- Praised the Member Working Group and thanked the officers involved.
- Drew attention to the improvements made to the website and noted there were further improvements planned.
- Emphasised the importance of improved accessibility as it had made a significant difference to the responsiveness of officers working on the schemes.

It was resolved to:

- a) Approve the list of officer recommendations as identified in the table found under item 2.1 below in time for implementation prior to the 24/25 round of LHI applications.
- b) Approve the re-formation of the LHI member working group to review the Non-complex scheme scores once the prioritisation by officers has been completed, and the re-formation of the same group to review the revised LHI process, as and when needed.
- c) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to make changes to the LHI process as and when required, if the proposed changes are agreed and recommended by five or more members of the cross party LHI member working group.

177. Delivering Transport Strategy Aims Progress Report

Members were presented a report that sought approval for a number of discrete projects for implementation identified through existing or emerging transport strategies.

During discussion of the report individual Members:

- Commented that there was some hesitancy expressed by the Parish Council in relation to the Duxford Road scheme. However, it had been confirmed that it would be supported by the Parish Council when the scheme was consulted on.
- Noted that both Whittlesey schemes would not be progressed following comments and concerns received from Whittlesey Town Council and the local members.

- With regard to non-motorised users (NMU) it was queried whether the Rampton to Cottenham and Toft to Comberton projects could be designated a NMU path and categorise it as a restricted by-way. The presenting officer advised that all options were being considered at the current stage of the development of the scheme. Land purchase was being considered that would increase the ability to provide a route to all users.
- Highlighted the funding received from the Government and questioned whether future funding would be provided. Officers explained that it was proposed to progress schemes in future years. However, some schemes may exceed the available funding. Assurance was provided about when schemes would return to Committee for decision.
- Regarding the Ditton Lane scheme commented, there had been consultation at an early stage, and the scheme was now progressing to the detailed design phase. However, it was not always easy for the public to differentiate between the preliminary and detailed design phases. Officers explained that the design paths were similar, however, consideration would be given to how the process could be made clearer for applicants.

It was resolved to:

- a) Note the project specific updates from officers and agree to progress each named project to the next delivery stage as identified in the report.
- b) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to review and progress all future projects in the DTSA programme through to project completion as required.
- c) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to agree the procurement route for all projects in the DTSA programme, using an existing contract or framework available to the authority.

178. Wheatsheaf Crossroads

The Committee received a report that presented the proposed improvements to the Wheatsheaf Crossroads between St Ives and Sommersham. Members noted that the vehicle activated signs were anticipated to be installed later in the week.

Members welcomed the report and the progress that had been made on the scheme.

It was resolved to:

Delegate authority to the Executive Director Place and Sustainability in consultation with the Chair and Vice of the Committee to award and execute a contract for the construction of a new traffic signalised junction at Wheatsheaf Crossroads starting February 2024.

179. On-Street Electric Vehicle Infrastructure Policy

The Committee received a report that presented the On-Street Electric Vehicle Infrastructure Policy. The Committee noted that the electrification of transport was essential to meeting climate change targets and improved charging infrastructure was essential to cope with demand. The policy was designed to address the installation, licensing, maintenance and decommissioning of charging infrastructure and would be reviewed and updated as technology developed.

During discussion, Members:

- Noted that charging infrastructure for residents with on-street parking only would form part of the scope of the pilot project.
- Noted that £5m of funding had been provided by the Government to the Cambridgeshire and Peterborough Combined Authority Area and a business case now had to be developed with Peterborough City Council that would allow funding to be accessed.
- Sought clarity regarding urban areas and the distance between a resident's property and their vehicle that could prohibit charging. Officers explained that currently there was no means through which to designate a parking bay outside a property. However, work was on going in other local authorities on how to address this and lessons would be learned from those areas.
- Drew attention to the utilisation of lighting columns and questioned why it was not feasible to use them. It was explained that although some local authorities were using lighting columns, most columns in Cambridgeshire were located at the back of the footway and therefore there would be trailing cables that would present a hazard to pedestrians. Local authorities that had been trialling the use of lighting columns also generally had much larger columns that were able to accommodate the charging equipment.
- Welcomed the work regarding the use of gullies to facilitate private charging of vehicles and sought clarity on whether it would be for the resident to pay for the gully. Officers explained that it would form part of the scope that would also assess liability and risk management together with payment and return to the Committee at a later date.
- Drew attention to a pilot scheme located in the Abbey area of Cambridge where there were large boxes placed in the middle of the footway and hoped that in the future, as technology developed, they would become smaller.
- Commented that the demand for electric vehicles was outstripping supply and questioned whether it was possible to achieve the level of charging infrastructure

required. The Council appeared to be risk averse, however, there was substantial risk that the charging infrastructure would not be in place.

- Drew attention to a further category involving charging from their properties across unadopted highway and could pose a trip hazard and although not a matter for the Highway Authority, suggested the Council may wish to advise on.
- Highlighted the difference in cost between public charging and charging at home and it was therefore it was important from an equity perspective that people with on-street parking were able to charge their vehicles. However, it was accepted that there was a balance to be struck between charging vehicles, and pedestrians, especially those with disabilities.

It was resolved to:

- a) Note progress to date and next steps for Electric Vehicle Infrastructure in Cambridgeshire and Peterborough
- b) Approve the draft On-Street Electric Vehicle Infrastructure Policy for Highways
- c) Approve the exploration of solutions and development of a pilot to enable residents without off-street parking to charge their vehicles using home electricity supplies.
- d) Agree that a report is presented to the Committee in March with a pilot proposal to inform the future On-Street Electric Vehicle Infrastructure Policy.

180. Intelligent Transport Systems Maintenance Supply and Install

The Committee received a report that sought authorisation to commence procurement of Intelligent Transport System services and delegate the authority to award a contract following a full procurement process.

During discussion Members:

- Welcomed the report and commented that increased sharing between local authorities would benefit the Council through achieving economies of scale. The Committee noted that many signals used obsolete technology and the proposal sought to address that.
- Noted that bid had been made for funding with the Department for Transport. The bid was a competition with all other English local authorities.
- Noted that when signals were refurbished LEDs would replace existing bulbs which would be brighter and the proposal sought to replace signal equipment
- Commented that not all procurement had been successful, and given that this exercise was now shared questioned what guarantees could be given regarding risk. Officers explained that all procurement processes had been complied with and that despite that, elements of risk remained.

It was resolved to:

- a) Authorise the procurement of Intelligent Transport Services as part of a joint procurement process and as outlined in the report.
- 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 a call-off contract for the provision of Intelligent Transport System Services and any extension periods as outlined at paragraph 2.2.

181 Cambridgeshire Guided Busway

The Committee received a report that sought authorisation for the procurement for the design and delivery of an innovative safety measure on the Cambridgeshire Guided Busway through the Council's existing Term Service Contract. The presenting officer highlighted the impact of the existing partial closure of the busway and explained that the solution would allow the busway to return to two-way running.

The Committee received a public question on this item. The question, together with the response is attached at Appendix A to these minutes.

During the course of discussion, Members noted that the proposal was an operational response to busway matters. Risk was managed on an ongoing basis. A control measure had been identified and officers were confident that it would not have to be removed.

It was resolved to:

- a) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Section 151 Officer, Director of Legal and Governance and Chair and Vice Chair of the Highways and Transport Committee to issue a new instruction for the provision of an innovative busway safety measure through the existing Term Service Contract.
- b) Note that the budget (estimated up to £920k including contingencies) will be allocated from the existing Southern Busway Widening scheme to enable the delivery of these works, as set out in 2.4.

182. Strategic Update on Improving Connectivity in Cambridgeshire

Members were presented a report that provided an update on the programmes and schemes aimed at improving connectivity in Cambridgeshire. The Committee noted that the Cambridgeshire and Peterborough Combined Authority had adopted the Local Transport Connectivity Plan (LTPCP) at its recent Board meeting. The LTCP was

considered by officers to be well aligned with the Council's objectives and would improve the ability to bid for funding.

During discussion of the item individual members raised the following points:

- Expressed hope that existing park and ride sites would be given more prominence as travel hubs. It was essential ways of making them more attractive, safer spaces were considered.
- Clarity was sought regarding the review of home-to-school-transport, the coordination across the county and questioned how it would impact on the Committee. Officers explained that substantial work had been undertaken on the review and work continued to ensure that it was aligned with the Cambridgeshire and Peterborough Combined Authority (CPCA).
- Noted the complex governance arrangements in Cambridgeshire and noted the work of officers liaising constantly with partners and the positive relationships they had fostered.
- Commented that an update report or briefing note later in the year would be beneficial.
- Highlighted post-16 education transport. Students in rural areas were struggling to attend courses due to the lack of public transport and emphasised the importance of post 16 education transport in rural areas.
- Welcomed the work on a rail strategy.
- Noted that with regard to the Bus Service Improvement Plan (BSIP), discussions had taken place with the CPCA and a member briefing would be scheduled on the topic.

It was resolved to:

- a) Note the decision of the Cambridgeshire and Peterborough Combined Authority Board on 29th November on whether to adopt the Local Transport and Connectivity Plan.
- b) Agree that officers work with the Cambridgeshire and Peterborough Combined Authority to develop a rail strategy.
- c) Note the latest position of the Cambridgeshire and Peterborough Combined Authority in relation to bus reform and improvements.
- d) Agree that the Council will consider changes to the operating models for the Park & Ride and Busway as part of the bus reform work, noting that any recommendations on this would be subject to the agreement of the Council as the owner of these assets.

- e) Agree that officers continue to work with the Cambridgeshire and Peterborough Combined Authority officers on the review of home to school transport and the bus network review to improve the overall efficiency of the bus network.
- f) Agree that the Council will continue work with the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership and other partners as set out in section 6 of this report to achieve further government investment in the maintenance, management, and improvement of the transport network.

183. Finance Monitoring Report – October 2023

The Committee received the October 2023 iteration of the Finance Monitoring Report. The presenting officer highlighted in their presentation the revenue and capital position of the directorate. There were two major revenue variances highlighted relating to Highways Development Management and Parking Enforcement.

A member queried the position regarding the pressure relating to Parking Enforcement. The presenting officer explained that the pressure related to less money being collected than forecast. However, there was still a surplus on the account which would manage the pressure.

It was resolved to:

Note and review the report.

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

The Committee received a report that presented the Committee agenda Plan together with the appointments to outside bodies and internal advisory groups and panels.

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

Chair

Highways and Transport Committee Minutes - Action log

This is the updated action log as at 12 January 2024 and captures the actions arising from the most recent Highways and Transport Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

Highways and Transport Committee minutes of 5 December 2023

173.	Action Log	Nicola Young	Update requested relating to the Wisbech Access Strategy		Ongoing.
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Business and Financial Plan 2024-2029

To: Highways & Transport Committee

Meeting Date: 23 January 2024

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

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Executive Summary: This report summarises the business plan proposals, as presented to the Strategy, Resources and Performance Committee on 19 December that relate to the remit of this Committee according to its terms of reference. This includes proposals relating to:

- Proposed Investment in relation to Highways Maintenance and Management
- Ongoing capital investment in major infrastructure and transport schemes
- Securing additional income through the review of fees relating to parking, traffic management and street works
- Delivery of savings relating to the Street Lighting Improvement Programme
- Delivery of savings relating to the recycling of highways related waste

Recommendations:

The Committee is asked to:

- a) consider and scrutinise the proposals relevant to this Committee within the Business and Financial plan put forward by the Strategy, Resources and Performance Committee, 19 December 2023.
- b) recommend changes and /or actions for consideration by the Strategy, Resources and Performance Committee at its meeting on 30 January 2024 to enable a budget to be proposed to Full Council on 13 February 2024.


- c) Receive the fees and charges schedule for this Committee included at appendix 2.

Officer contacts:

Names: Frank Jordan

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

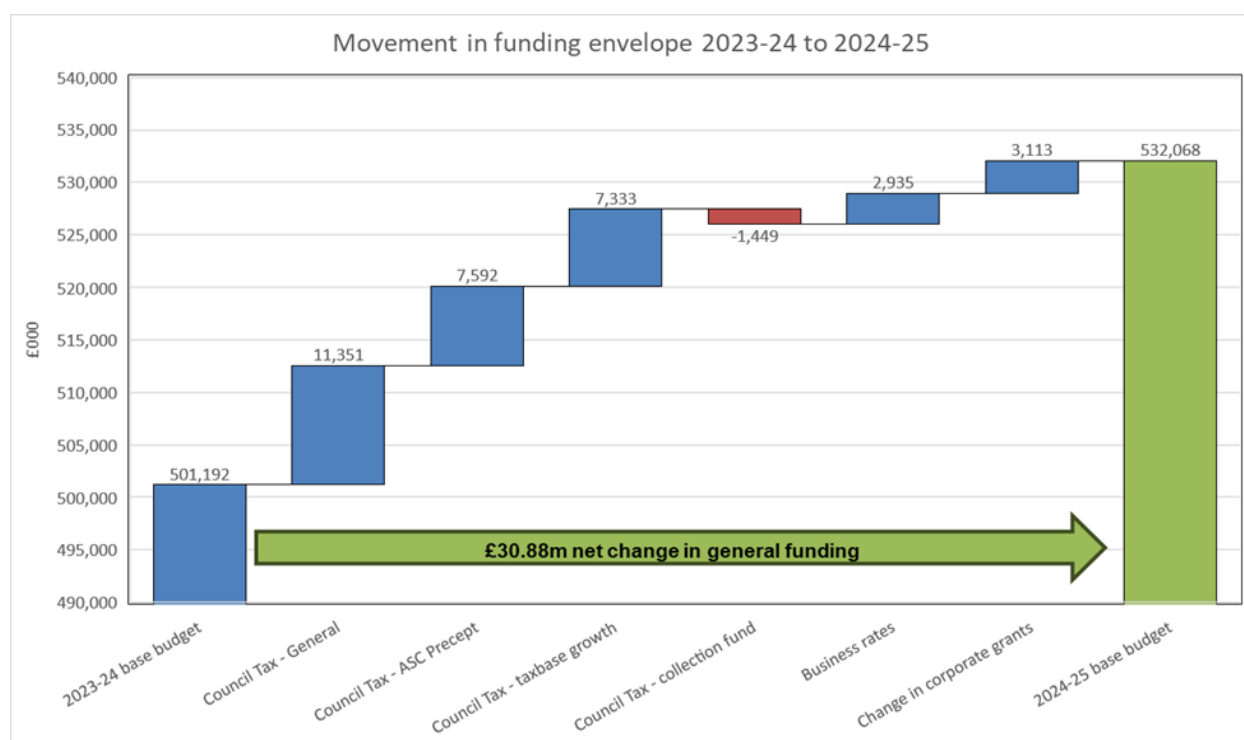
1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1. The proposals presented to the Strategy, Resources and Performance Committee, 19 December, set out the Council's delivery and plans against its seven ambitions in the  Strategic Framework 2023-28.
- 1.2. This report provides an assessment to this committee, of the draft budget for 2024/25, as presented to Strategy, Resources and Performance Committee at its meeting on 19 December 2023. The council's budget takes account of the impact on Council Tax, the capital investment programme, schools' overall budgets, as well as Council reserves. The report sets out the corporate position, delivery of the strategic ambitions, investment in priorities and the proposed 2024/25 revenue and capital changes relevant to this committee.
- 1.3. This committee, alongside other Policy and Service committees will consider the draft budget proposals, and any feedback will be presented to Strategy, Resources and Performance Committee at its next meeting 30 January 2024 for consideration.

2. Overview of corporate position

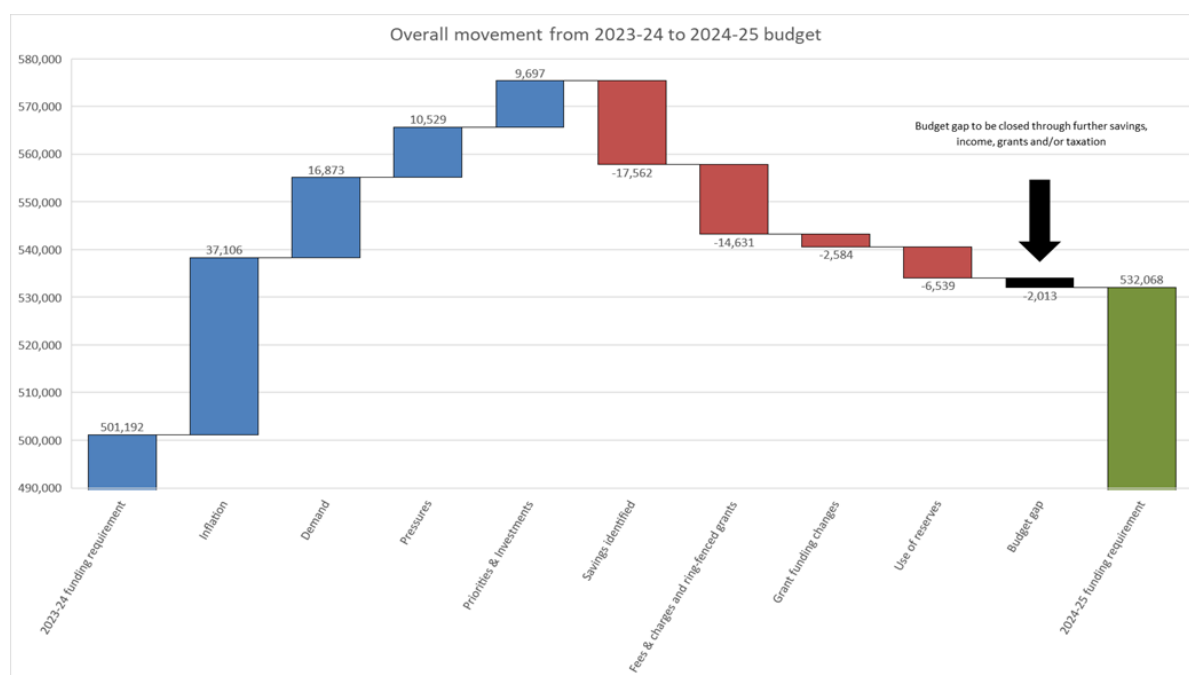
- 2.1 The Strategy, Resources and Performance Committee considered draft proposals in order to balance the 2024/25 budget as well as longer term business and financial planning. Papers are available at the following link - [Strategy, Resources and Performance Committee - Item 6: Business and Financial Plan 2024-29](#)
- 2.2 Proposals cover a range of services provided by the Council. Each of the service and policy committees have been asked to provide scrutiny and feedback on proposals within their remit, in order to inform the Strategy, Resources and Performance Committee 30 January 2024 in its consideration of recommending budget proposals to Full Council on 13 February 2024.
- 2.3 The Council draws its funding from two main sources – Council Tax and government grants. The Council's government funding allocated for 2024-25 comprises of three elements; the first two make up what is referred to as Cambridgeshire's Settlement Funding Allocation (SFA), which is the Department for Levelling Up, Housing and Communities (DLUHC) calculation of what the Council's spending should be compared with other councils across the country. A third element of government funding is from additional grants, such as the social care support grant. The other main source of funding is from Council Tax. For 2024-25 it is forecast this will mean £30.9 million more income in 2024-25. This funding and the impact for Cambridgeshire are set out in more detail in the following chart 1 and represents the current assumptions from DLUHC, a 2% Adult Social Care Precept and a 2.99% Council Tax increase:

Chart 1 – Movement in funding envelope 2023/24 to 2024/25



- 2.4 In total, the Council is facing gross pressures, alongside the prioritisation being proposed and costs of borrowing of £74.2 million. That means that after accounting for the funding envelope noted above (£30.88 million as shown in Chart 1), there is a net financial gap to bridge of £43.3 million.
- 2.5 It is proposed that this financial gap is closed by £6.5 million of reserves to support the bottom-line position; £17.6 million of savings proposals identified to date and which are outlined at Section 9 and Appendix 1C of the Strategy, Resources and Procurement Committee 19 December 2023; plus, £17.2 million of other income through grants, fees and charges. That leaves a remaining gap of £2 million still to be addressed to achieve a balanced position. This is summarised in Chart 2:

Chart 2 – Overall Movement from 2023/24 to 2024/25 Budget



- 2.6 Against that context, the report includes a further forecast for 2025-26 to 2028-29. This brings into focus key change programmes that have begun or will begin in 2024 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.
- 2.7 The Council is continuing to invest capital spend in the County's infrastructure, such as schools, roads and social care facilities. We are proposing a capital programme for 2024-25 of £217.9 million, and a further £306 million across the following nine years and beyond, giving a total programme of £523.9 million. The capital programme will be funded from grants, capital receipts and borrowing, with £102.1 million of borrowing forecast for 2024-25, at a revenue cost in 2024-25 of £42 million. The total capital programme is summarised in the table 1 below.

Table 1: Capital Programme by Directorate 2024-29

Directorate	2024-25 £,000	2025-26 £,000	2026-27 £,000	2027-28 £,000	2028-29 £,000	Later years £,000	Total 2024-2029 £,000
CEF	95,885	83,227	34,128	12,725	4,836	26,487	230,801
AHC	14,481	20,205	10,670	15,005	15,005	30,188	75,366
P&S	100,176	46,027	19,534	19,561	19,584	17,361	204,882
F&R	5,547	2,288	1,116	1,116	1,008	4,320	11,075
S&P	1,810	7	-	-	-	-	1,817
Total	217,899	151,754	65,448	48,407	40,433	78,356	523,941

- 2.8 The cost of capital is expected to continue rising for the next two years with increases exceeding £2.5m in both 2025-26 and 2026-27. 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 2024-25 and in the later years of the plan, it can be seen that in 2025-28 the budgeted cost is currently in excess of the prudential limit. Assuming costs of borrowing remain as currently projected, this will mean further prioritisation of investment may be necessary in future planning rounds.

3. Delivering the Council's Strategic Framework Ambitions and investing in its priorities

- 3.1 The principal contribution that these proposals make to the Strategic Framework relates to Ambition 2: that the Council will ensure that travel across the county is safer and more environmentally sustainable.
- 3.2 In 2023/24 £27 million of investment in the Council's roads and transport has seen:
- £5.3 million in early surface treatment and surface dressing programmes to improve the County's roads in over 90 locations.
 - £3.6 million to proactively manage the increase in potholes arising from extreme weather.
 - £0.9 million secured to develop five new Active Travel schemes across the County.
 - The delivery of 20 new 20mph schemes in partnership with Town and Parish Councils.

- The creation of eight new highways civil engineering apprenticeships.
- The delivery of 54 draining maintenance schemes.
- The delivery of approximately 60 Local Highway Improvement projects, many of which focussed on addressing road safety and speed reduction on behalf of local communities.
- Approximately £8 million spent on 14 major carriageway maintenance upgrades and around £3 million on 25 individual footpath and cycle path improvements to enable safer, more sustainable travel for people moving across the county.
- £1 million spent on designing 15 projects, and delivering five projects, to achieve significant drainage upgrades across the county and investigating a further 10 notable problem sites to develop a forward plan for investment in the future.
- Improving safety at dangerous junctions for pedestrians and cyclists on Barton Road (£600k) and Storeys Way (£170k) and continued work with communities and elected representatives to design and progress more than 20 projects which are focussed on more sustainable and safer travel through new infrastructure or upgrades to existing infrastructure.
- Road safety improvements to the Wheatsheaf Crossroads.
- The completion of the physical works to deliver the Kings Dyke crossing.
- Further development of the business cases for improvement schemes to the A10 Ely to A14, A141 and St Ives Improvement, March Area Transport Strategy and a crossing over the A10 between Ely and Witchford.
- The re-establishment of the Joint Area Committee for Highways in Cambridge.

- 3.3 Despite this, it is recognised that there is more to do, and it is important to note that the Quality-of-Life Survey identified that 76% of respondents were dissatisfied with the condition of Cambridgeshire's roads and footpaths. This budget provides new priority led investment to recognise the deterioration in our highways network, as well as the need to improve connectivity and ensure that more funding is available for preventive work with £9 million being invested over 2024-26 for Highways (£3 million in 2024-25 and £6 million in 25-26), on top of £2.3 million of additional Government grant funding for 2024/25 and £70 million already in the capital programme.
- 3.4 Of the above, £2 million in 2024/25 and a further £2 million in 2025/26 will fund £40 million of capital expenditure.

- 3.5 This specific additional proposed allocation will enable more resources to be directed to address:
- Drainage cleansing and management
 - Weeds and vegetation clearance and management
 - Management of potholes
 - Improvements to Public Rights of Ways
 - Preventative works on the roads, footpaths and cycleways
 - Maintenance of signs, road marking and traffic signals
- 3.6 Further information on this proposed investment is provided in Appendix 3 to this report.
- 3.7 It is to be noted that from this proposed investment in highways maintenance and management that £5m of capital funding per annum will support the management of the issues on peat soil impacted roads. The proposed increase in revenue funding will also enable the additional costs relating to the proposed arrangements for weed management to be budgeted for.
- 3.8 The proposed business plan also includes capital investment in a range of schemes which is detailed further in section 4.9 of this report.

4. Highways & Transport Committee Revenue and Capital proposals

- 4.1 Table Two below provides a summary of the proposed revenue budgets for the services within the Place and Sustainability Directorate that relate to this committee.

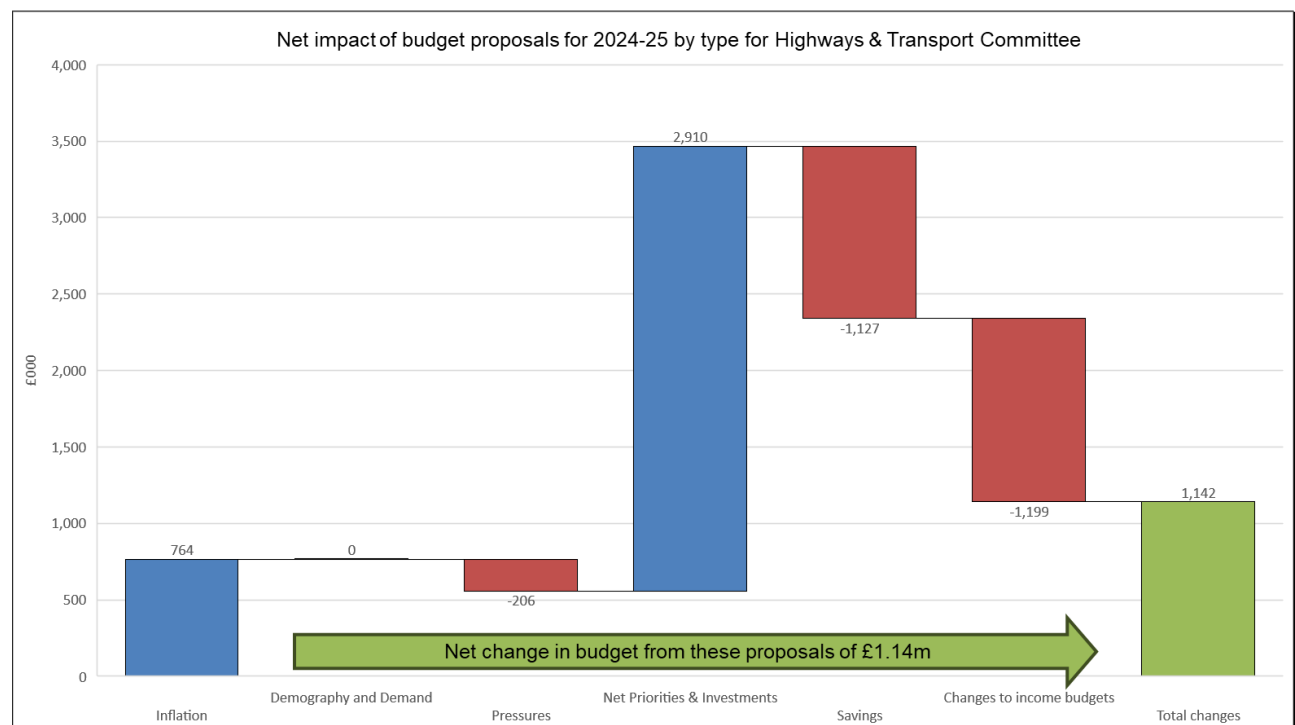
Table 2: Directorate draft proposed Medium Term Financial Plan 2024-29

	2024-25 Gross to Net		Net Budget				
	Spend £000	Income £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000
Highways and Transport	15,822	-643	15,179	22,335	23,157	23,676	24,277
Project Delivery	13,603	-4,050	9,552	8,311	7,916	8,024	8,152
Transport Strategy & Policy	14,700	-14,292	408	452	489	1,608	1,659
	44,125	-18,985	25,139	31,098	31,525	33,308	34,088

A more detailed breakdown of the table above can be found in Table 1 within Appendix 1.

- 4.2 This section provides an overview of the pressures and risks and the savings and income proposals within the remit of the Committee. The detailed business cases supporting the proposed investment in highways maintenance and increased car parking fees are available at Appendix 3. The figures shown below are the impacts in the first year of the business plan (2024-25), please refer to the detailed appendices for the impact across the full period.

Chart 3: Net impact of budget proposals for 2024/25 by type for H&T



- 4.3 The comprehensive record of the information summarised in the table above, and its allocation to council services, can be found in Table 3 within Appendix 1 of this report.

- 4.4 However, the key proposed changes in the business plan are as follows:

- 4.4.1 *Proposed investment in Highways Maintenance and Management* as outlined in the business case in Appendix 3.

- The proposed business plan includes £9 million being invested over 2024-26 for Highways (£3 million in 2024-25 and £6 million in 25-26), on top of £2.3 million of additional Government grant funding for 2024/25 and £70 million already in the capital programme.

- Of the above, £2 million in 2024/25 and a further £2 million in 2025/26 will fund £40 million of capital expenditure.
- This is proposed to be allocated as follows for the two years;

Revenue Total £3m

Proactive patching and pothole repairs to carriageways, footpaths, vegetation/ weeds management and cycleways. Inc peat soil affected roads	£500k
Drainage Cleansing/ Maintenance	£600k
Roadside /Footway and Cycleway Vegetation Management	£400k
Junction and Roundabout enhanced maintenance for safety	£500k
Enhanced Cycle Route Maintenance to support active travel	£200k
Road markings and signage	£400k
Enhancing PROWs (public rights of way) to support access, use and active travel	£400k

Capital Total £40m

Preventative and Planned Carriageway Maintenance and Improvements	£15.4m
Improvements to Peat Soil Affected Roads	£5.0m
Preventative and Planned Footways Maintenance and Improvement	£3.5m
Preventative and Planned Cycleways Maintenance and Improvement	£3.0m
Road Marking and Signage Improvements for network safety	£2.0m
Drainage System Capacity Improvements to reduce road flooding	£5.0m
Public rights of Way Improvements to support active travel and leisure access to nature	£1.0m
Traffic Management Signal Technology Improvement	£2.5m
Structures Maintenance	£2.0m
Enabling Resources and Intelligence	£600k

4.4.2 *Highways Materials Recycling:*

- This is a saving to both capital and revenue. The project is to establish a facility to enable materials and waste from highways maintenance work, to be reused as recycled materials. The facility is in 2 phases; the first phase is to use an existing depot to recycle planings and stone. The second phase is a new site recycling a broader range of highways waste. The materials produced should have a lower cost and lower carbon footprint, than using new materials.

4.4.3 *Delivery of Street Lighting Savings:*

- Delivery of the LED Savings project is progressing, opportunities to accelerate will be realised wherever possible. The anticipated savings are forecast to be £977k for 24/25, £414k for 25/26 and £268k 26/27.

4.4.4 *Car Parking, Street Works, and other parking charges:*

- In line with the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984, fees and charges will be set to address traffic management issues and shape the motorist behaviours to support the County Council strategy for parking in designated areas. A review of parking fees will support an effective shift to sustainable modes of transport and will aim to change behaviours positively.
- The principle of parking fee reviews is well established. There is an existing delegation to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of Highways and Transport. If council did not review fees, there is a risk that traffic management activities would be compromised, and network reliability decrease. Wider traffic management fees have also been reviewed. The aim will be to effect changes by February 2024 to ensure contractor and service resources are in place before the end of the financial year. The business case to support this proposal is provided in Appendix 3.

4.5 Further detail on all proposals is provided in the table 3 below.

Inflation

Budget Table 3 Reference	Title	2024-25	2025-29	Description
C/R.2.002	Electricity Inflation	-286	-1,365	Corporate assumption on electricity inflation applied.
C/R.2.003	Highways Contract Inflation	1,050	1,519	Update to previous estimate for 24/25 based on the latest inflation figures.
		764	154	Inflation Total

Prioritisation & Investments

Budget Table 3 Reference	Title	2024-25	2025-29	Description
C/R.5.130	Removal of one-off investment for Weedkilling savings	-40	0	Planned reversal of a temporary investment in 2023-24
C/R.5.131	Removal of one-off investment for gritting savings	-50	0	Planned reversal of a temporary investment in 2023-24
C/R.5.135	Investment in highways including footpaths, roads, drainage, lighting, signals, signage, lining and structures	3,000	3,000	Our recent Quality of Life survey highlighted the importance of our highways to local residents, but also showed a very low level of satisfaction with the state of roads, pavements and cycleways. We are proposing to invest £3m to target roads, pavements and cycleways in poor repair, making improvements for road users, businesses and communities. This will be focussing on improving safety, the road user experience and supporting active travel. £1m new revenue investment in 24/25 and £2m in 25/26 onwards plus £2m in 24/25 and £4m 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.
		2,910	3,000	Net Priorities & Investments Total

Pressures

Budget Table 3 Reference	Title	2024- 25	2025- 29	Description
C/R.4.032	Guided Busway 5 yearly maintenance	0	1,075	Guided Busway 5 yearly maintenance - this includes work on white lining, resurfacing, anti-skid and solar studs.
C/R.4.033	Streetlighting - Illuminated bollards and signs	36	0	There has been a requirement to update the street lighting stock since the contract was let. This required some changes to our assets resulting in a new pressure.
C/R.4.034	PFI streetlighting contractual energy adjustment	12	-51	Following changes to the street lighting stock since the contract was let, it is required to re-adjust the energy calculation linked to the number of assets on the network.
C/R.4.035	Highways Maintenance Demand Growth due to network extension through development and transport infrastructure	196	130	Highways - New Road adoptions and active travel support
C/R.4.036	Highways - Safety & reactive Maintenance	200	400	Increasing safety and reactive maintenance as the asset deteriorates as a result of aging infrastructure and increasing wear.
C/R.4.038	Removal of temporary funding for Busway defects	-650	0	Guided Busway defects - reversal of temporary funding allocated in 2022-23.
		-206	1,554	Pressures Total

Savings

Budget Table 3 Reference	Title	2024- 25	2025- 29	Description
C/R.6.060	Reversal of Capitalisation of highways investment	0	3,500	Planned reversal back to revenue of costs that were capitalised for several years in the 2022-27 business plan
C/R.6.220	Highways recycling of waste to reduce waste disposal costs	-150	0	Develop and implement a materials recycling facility for highways.
C/R.6.221	Street lighting energy savings	-977	-615	Capital investment has been made for an LED replacement programme that will save on energy costs
		-1,127	2,885	Savings Total

Income

Budget Table 3 Reference	Title	2024-25	2025-29	Description
C/R.7.102	Review and re-baselining of P&S income	-400	400	Ensuring our income budgets match expected income over the five year medium-term
C/R.7.150	Application of Parking Surplus	-512	0	Parking surplus to support effective traffic management.
C/R.7.203	Surplus income other parking fees and permits	-129	0	Additional income from updated parking fees and permit charges.
C/R.7.204	Street works permitting fees	-158	0	Increased number of applications for Temporary Traffic Regulation Orders (TTROs).
		-1,199	400	Changes to income budgets - Total

Fees and Charges

- 4.6 The total fees and charges budget within the remit for this Committee for 2024/25 is £12,897k.
- 4.7 In accordance with the Council's scheme of financial management, Executive Directors are responsible for reviewing annually 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 included as Appendix 2.

Capital

4.8 Table 4 below provides an overview of the capital funding for Highways and Transport.

Table 4: Summary of the Capital Programme for Highways and Transport

	Total funding £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
Government Approved Funding								
Department for Transport	245,688	109,975	28,365	25,837	25,837	25,837	25,837	4,000
Specific Grants	12,980	7,999	4,981					
Total – Government Approved Funding	258,668	117,974	33,346	25,837	25,837	25,837	25,837	4,000
Locally Generated Funding								
Agreed Developer Contribution	19,956	18,854	1,102					
Anticipated Developer Contributions	15,387	3,940	3,747	1,000	1,000	1,000		4,700
Prudential Borrowing	112,032	32,629	37,819	26,384	300	300	1,300	13,300
Other contributions	35,436	18,991	13,765	490	490	490	490	720
Total – Locally Generated Funding	182,811	74,414	56,433	27,874	1,790	1,790	1,790	18,720
TOTAL FUNDING	441,479	192,388	89,779	53,711	27,627	27,627	27,627	22,720

4.9 24/25 will see significant additional investment in Highways and Transport, an area we know is critical to Cambridgeshire quality of life, sustainability, and productivity.

4.10 Full details are provided in appendix 1 to this report. Descriptions of each Capital Investment line is set out in column 3 of table 4. This includes:

4.10.1 Capital investment of £40million in Highways maintenance which will enable improvement in the issues affecting Cambridgeshire's residents and

communities such as highways flooding, potholes, and weeds. Active Travel users will also benefit from the overall improvements across the highways.

- 4.10.2 **The Integrated Transport Block (ITB)** is capital funding awarded by central government. The total funding received is currently used to fund a range of activities including; the Local Highway Improvements, road safety schemes (such as Puddock Road and International Road Assessment Programme work) and speed management measures, the DTSA programme and some scheme development work.
- 4.10.3 **Operating the network** is largely spent on the maintenance of carriageways, footways, cycleways, bridges, and public rights of way network, along with the maintenance of the traffic signalling network.
- 4.10.4 **Local Transport Plan (LTP)** allocations which is provided by central government via the Cambridgeshire & Peterborough Combined Authority (CPCA). This funds the major planned maintenance work around the county including potholes, drainage, carriageway, and footway renewals.
- 4.10.5 **Project Delivery** this includes a range of specific projects including Wheatsheaf Crossroads implementation, a scheme to reduce street lighting energy costs, and A14 detrunking. Future High Street Funding provided by central government via the District Councils for public realm schemes in March and St Neots will extend into 2024/25, with work at March expected to complete in October, and St Neots due to be completed in March 2025. The A10 Ely to A14 Improvement and A141 St Ives Improvement schemes, funded by the Combined Authority and DfT both continue to progress their Outline Business Cases, both expected to conclude in 2024-25 to present a preferred option. Additionally, the combined authority has identified funding within their draft Medium-Term Financial Plan and, subject to further agreement, the March Area Transport Strategy is expected to be funded to take some of the schemes identified through to the construction phase.
- 4.10.6 The Council had settled its engineering claim on the Cambridgeshire Guided Busway. This was the result of an agreement of an undisclosed and confidential sum payable to the Council. The settlement will, ultimately, be directed towards busway remediation.

In this business planning round, the Council has separated the sum stipulated into the settlement agreement as representing a reimbursement of costs, and identified the most urgent needs for works on the busway across the 2023-25 budget and included an assumption in business planning that these are funded from the settlement. These works amount to £5.1m and include the widening of the southern section and design work for future drainage and platform repairs. Activity is underway to assess and quantify the schemes of works required which will entail the deployment of the rest of the funds due. This involves complex design, programming, procurement and prioritisation considerations.

5. Significant Implications

Resource Implications

- 5.1 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 will be described in the financial tables of the business plan. Proposals will seek to ensure that we make the most effective use of available resources and are delivering the best possible services with the money allocated.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for the proposals set out in this report. Details for specific proposals will be set out in the business cases. All required procurement activity will be fully compliant with the Council's Contract Procedure Rules.

5.3 Statutory, Legal and Risk Implications

The proposals set out in this report respond to the statutory duty on the Local Authority to deliver a balanced budget. Cambridgeshire County Council will continue to meet the range of statutory duties for supporting our residents.

5.4 Equality and Diversity Implications

Each of the proposals will be developed alongside an Equality Impact Assessment, where required, to ensure we have discharged our duties in line with the Equality Act 2010, including the Public Sector Equality Duty, as well as met our commitment to implementing the Socio-economic Inequalities Duty.

5.5 Engagement and Communications Implications

Our Business Planning proposals are informed by the CCC public consultation and will be discussed with a wide range of partners throughout the process. The feedback from consultation will continue to inform the refinement of proposals. Where this leads to significant amendments to the recommendations a report would be provided to Strategy and Resources Committee.

5.6 Localism and Local Member Involvement

As the proposals develop, we will have detailed conversations with Members about the impact of the proposals on their localities. We are working with members on materials which will help them have conversations with Parish Councils, local residents, the voluntary sector and other groups about where they can make an impact and support us to mitigate the impact of budget reductions.

5.7 Public Health Implications

Any public health implications will vary depending on the detail of each of the proposals. Any positive or negative impacts will have been considered for each proposal as part of its development. The Quality-of-Life Survey provides

some useful information on physical and mental health outcomes that could usefully inform ongoing business planning.

5.8 Climate Change and Environment Implications on Priority Areas

The climate and environment implications will vary depending on the detail of each of the proposals. Any positive or negative impacts will have been considered for each proposal as part of its development.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Stephen Howarth

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

Name of Officer: Clare Ellis

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

Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes

Name of Officer: Faye McCarthy

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Christine Birchall

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

Name of Officer: Joe Lacey-Holland

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

Name of Officer: Jyoti Atri

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

Name of Officer: Emily Bolton

6. Source Documents

6.1 Appendix 1 – Place & Sustainability Finance Tables

Appendix 2 – H&T Proposed Fees and charges

Appendix 3 – H&T Draft Business Cases

Appendix 4 – Glossary of terms



Appendix 1: Detailed Finance Tables

Revenue: 2024-29

Capital: 2024-34



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 line. 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 2024-25 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 2024-25 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 2024-25 would show as a -£500k in 2024-25 and a reversing entry of +£500k in 2025-26.

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 7. Finally, the sources of funding are listed in Section 8. 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

- **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.

- **Fees, Charges & Ring-fenced Grants:**

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.

Section 3 - C: Place & Sustainability

Table 1: Revenue - Summary of Net Budget by Operational Division

Budget Period: 2024-25 to 2028-29

Net Revised Opening Budget 2023-24 £000	Service	Gross Budget 2024-25 £000	Fees, Charges & Ring-fenced Grants 2024-25 £000	Net Budget 2024-25 £000	Net Budget 2025-26 £000	Net Budget 2026-27 £000	Net Budget 2027-28 £000	Net Budget 2028-29 £000
-261	Executive Director Executive Director P&S	681	-2,083	-1,402	-1,332	-1,294	-1,306	-1,156
-261	Subtotal Executive Director	681	-2,083	-1,402	-1,332	-1,294	-1,306	-1,156
73	Highways & Transport Director - Highways Maintenance	73	-	73	73	73	73	73
7,253	Highways Maintenance	11,646	-186	11,460	18,537	19,247	19,663	20,144
516	Highways Asset Management	983	-456	527	535	544	551	560
3,075	Winter Maintenance	3,262	-	3,262	3,339	3,450	3,552	3,671
10,916	Subtotal Highways & Transport	15,964	-643	15,322	22,484	23,313	23,839	24,448
2	Project Delivery Director - Project Delivery	1	-	1	6	10	15	19
529	Project Delivery	603	-61	542	552	563	574	585
10,171	Street Lighting	13,072	-3,990	9,082	7,837	7,438	7,542	7,665
10,702	Subtotal Project Delivery	13,676	-4,050	9,626	8,396	8,011	8,130	8,269
780	Transport, Strategy and Policy Director - Transport, Strategy & Development	155	-	155	178	202	227	252
327	Traffic Management	3,590	-3,427	163	59	61	68	82
466	Road Safety	1,034	-536	499	638	663	689	716
105	Transport Strategy and Policy	106	-	106	108	109	110	112
-	- Highways Development Management	1,736	-1,736	-	-	-	-	-
300	Park & Ride	1,249	-949	300	300	300	1,375	1,375
-	- Parking Enforcement	7,003	-7,003	-	-	-	-	-
1,979	Subtotal Transport, Strategy and Policy	14,874	-13,651	1,223	1,283	1,335	2,469	2,537
189	Planning, Growth & Environment Director - Planning, Growth & Environment	198	-	198	204	211	218	225
1,147	Planning and Sustainable Growth	2,012	-710	1,302	1,338	1,381	1,422	1,369
848	Natural and Historic Environment	1,599	-580	1,019	992	1,034	1,075	1,120
44,912	Waste Management	50,456	-4,191	46,265	46,486	46,963	48,219	49,232
47,096	Subtotal Planning, Growth & Environment	54,265	-5,481	48,784	49,020	49,589	50,934	51,945

Section 3 - C: Place & Sustainability

Table 1: Revenue - Summary of Net Budget by Operational Division

Budget Period: 2024-25 to 2028-29

Net Revised Opening Budget 2023-24 £000	Service	Gross Budget 2024-25 £000	Fees, Charges & Ring-fenced Grants 2024-25 £000	Net Budget 2024-25 £000	Net Budget 2025-26 £000	Net Budget 2026-27 £000	Net Budget 2027-28 £000	Net Budget 2028-29 £000
-719	Community Safety and Regulatory Service							
	Registration & Citizenship Services	1,299	-1,964	-665	-637	-630	-639	-630
2,158	Coroners	3,604	-1,284	2,320	2,383	2,497	2,653	2,773
715	Trading Standards	739	-27	713	770	770	770	770
2,154	Subtotal Community Safety and Regulatory Service	5,641	-3,275	2,367	2,516	2,637	2,783	2,912
	Climate Change & Energy Service							
123	Climate and Energy Services	354	-194	160	187	216	245	275
-3,811	Energy Services	2,218	-5,278	-3,059	-5,332	-4,149	-3,074	-3,162
-3,688	Subtotal Climate Change & Energy Service	2,572	-5,472	-2,900	-5,145	-3,934	-2,829	-2,886
68,898	Place & Sustainability Budget Total	107,675	-34,654	73,021	77,220	79,657	84,020	86,068

Section 3 - C: Place & Sustainability

Table 2: Revenue - Net Budget Changes by Operational Division

Budget Period: 2024-25

Service	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Priorities & Investments £000	Savings £000	Income Adjustments £000	Net Budget £000
Executive Director								
Executive Director P&S	-261	-8	-	-	-	-75	-1,057	-1,402
Subtotal Executive Director	-261	-8	-	-	-	-75	-1,057	-1,402
Highways & Transport								
Director - Highways Maintenance	73	-	-	-	-	-	-	73
Highways Maintenance	7,253	1,051	-	396	2,910	-150	-	11,460
Highways Asset Management	516	11	-	-	-	-	-	527
Winter Maintenance	3,075	187	-	-	-	-	-	3,262
Subtotal Highways & Transport	10,916	1,250	-	396	2,910	-150	-	15,322
Project Delivery								
Director - Project Delivery	2	-1	-	-	-	-	-	1
Project Delivery	529	13	-	-	-	-	-	542
Street Lighting	10,171	-160	-	48	-	-977	-	9,082
Subtotal Project Delivery	10,702	-147	-	48	-	-977	-	9,626
Transport, Strategy and Policy								
Director - Transport, Strategy & Development	780	25	-	-650	-	-	-	155
Traffic Management	327	-6	-	-	-	-	-158	163
Road Safety	466	38	-	-	-	-	-5	499
Transport Strategy and Policy	105	1	-	-	-	-	-	106
Highways Development Management	-	-	-	-	-	-	-	-
Park & Ride	300	-	-	-	-	-	-	300
Parking Enforcement	-	-	-	-	-	-	-	-
Subtotal Transport, Strategy and Policy	1,979	58	-	-650	-	-	-163	1,223
Planning, Growth & Environment								
Director - Planning, Growth & Environment	189	9	-	-	-	-	-	198
Planning and Sustainable Growth	1,147	55	-	100	-	-	-	1,302
Natural and Historic Environment	848	46	-	125	-	-	-	1,019
Waste Management	44,912	773	-	580	-	-	-	46,265
Subtotal Planning, Growth & Environment	47,096	883	-	805	-	-	-	48,784
Community Safety and Regulatory Service								
Registration & Citizenship Services	-719	-46	-	-	-	-	100	-665
Coroners	2,158	245	45	-	-60	-	-68	2,320

Section 3 - C: Place & Sustainability

Table 2: Revenue - Net Budget Changes by Operational Division

Budget Period: 2024-25

Service	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Priorities & Investments £000	Savings £000	Income Adjustments £000	Net Budget £000
Trading Standards	715	-	-	-	-	-	-3	713
Subtotal Community Safety and Regulatory Service	2,154	199	45	-	-60	-	29	2,367
Climate Change & Energy Service								
Climate and Energy Services	123	37	-	-	-	-	-	160
Energy Services	-3,811	7	-	-278	561	-	462	-3,059
Subtotal Climate Change & Energy Service	-3,688	43	-	-278	561	-	462	-2,900
Place & Sustainability Budget Total	68,898	2,277	45	321	3,411	-1,202	-729	73,021

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
1	OPENING GROSS EXPENDITURE	105,757	107,675	115,038	116,451	119,794	
C/R.1.001	Base Adjustments	510	-	-	-	-	- Adjustment for permanent changes to base budget from decisions made in 2023-24.
C/R.1.002	Permanent Virements	-1,126	-	-	-	-	- Virements making permanent changes to budgets during 2023-24
C/R.1.003	Transfer of Function - Domestic Violence Services	-3,357	-	-	-	-	- The movement of services between Directorates during 2023-24.
C/R.1.004	Public Health Grant Uplift	89	-	-	-	-	- The increase in base budget relating to the increase in Public Health grant.
C/R.1.005	Traveller Liaison Post Adjustment	-50	-	-	-	-	- Moving Budget for Traveller Liaison post to S&P
C/R.1.006	Transfer of 2023-24 pay award funding – P&S	735	-	-	-	-	- This allocates funding permanently for the cost for the 2023-24 pay award.
1.99	REVISED OPENING GROSS EXPENDITURE	102,558	107,675	115,038	116,451	119,794	
2	INFLATION						
C/R.2.001	P&S Inflation - miscellaneous other budgets	937	559	846	1,419	1,179	Inflation calculated for other budgets not separately listed
C/R.2.002	Electricity Inflation	-286	-1,031	-176	-61	-97	Corporate assumption on electricity inflation applied.
C/R.2.003	Highways Contract Inflation	1,050	285	411	379	444	Update to previous estimate for 24/25 based on the latest inflation figures.
C/R.2.004	Staff pay inflation	707	531	549	567	587	Assumed 5% increase for 2024-25 and 3.5% thereafter
C/R.2.005	Additional inflation relating to Coroner contracts for body transportation	126	-	-	-	-	- Coroner's transportation contract procured every three years and this reflects a one off adjustment for the new contract.
C/R.2.006	Real Living Wage for Place and Sustainability staff	8	-	-	-	-	- Estimate of the impact of the Real Living Wage.
2.99	Subtotal Inflation	2,542	344	1,630	2,304	2,113	

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
3	DEMOGRAPHY AND DEMAND						
C/R.3.001	Coroner Service - Pathologist demand referrals	45	47	51	51	51	Demand for Coroner Services is expected to continue to rise due to the increasing population size, and the number of referrals increasing into the service.
3.99	Subtotal Demography and Demand	45	47	51	51	51	
4	PRESSURES						
C/R.4.012	Additional waste disposal costs due to enhanced environmental requirements	3,311	-2,353	-933	-	-	Additional waste disposal costs due to enhanced environmental requirements. £2.731m of this pressure funding comes from reserves as shown below at C/R.4.050
C/R.4.022	Swaffham Prior Community Heat Scheme - operating costs	-129	-73	11	-	-	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 operating costs for the project.
C/R.4.023	Babraham Smart Energy Grid - operating costs	8	19	22	-37	-	The Council is building a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C.5.015. These are the expected operating costs.
C/R.4.024	St Ives Smart Energy Grid - operating costs	16	1	13	-13	-	The Council is building a Smart Energy Grid at the St Ives Park & Ride site. These are the expected operating costs.
C/R.4.026	North Angle Solar Farm, Soham - operating costs	-173	10	10	-34	-	The proposal is to construct a 39MW DC / 29.4MW AC 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 operating costs for the project.
C/R.4.032	Guided Busway 5 yearly maintenance	-	-	-	1,075	-	Guided Busway 5 yearly maintenance - this includes work on white lining, resurfacing, anti skid and solar studs.
C/R.4.033	Streetlighting - Illuminated bollards and signs	36	-	-	-	-	There has been a requirement to update the street lighting stock since the contract was let. This required some changes to our assets resulting in a new pressure.

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
C/R.4.034	PFI streetlighting contractual energy adjustment	12	-9	-42	-	-	- Following changes to the street lighting stock since the contract was let, it is required to re-adjust the energy calculation linked to the number of assets on the network.
C/R.4.035	Highways Maintenance Demand Growth due to network extension through development and transport infrastructure	196	65	65	-	-	- Highways - New Road adoptions and active travel support
C/R.4.036	Highways - Safety & reactive Maintenance	200	200	200	-	-	- Increasing safety and reactive maintenance as the asset deteriorates as a result of aging infrastructure and increasing wear.
C/R.4.038	Removal of temporary funding for Busway defects	-650	-	-	-	-	- Guided Busway defects - reversal of temporary funding allocated in 2022-23.
C/R.4.050	Waste disposal costs due to enhanced environmental requirements - Transfer from Reserves	-2,731	2,048	683	-	-	- Funding from earmarked and specific risk reserves to meet the pressure in C/R.4.012
C/R.4.051	Archaeological Service - revision of base budget to reflect net cost of service	125	-	-	-	-	- Addressing underlying pressure due to reduction in income and increase in demand and services.
C/R.4.052	Minerals and Waste Local Plan review	100	-	-	-	-100	- Required to produce and review a Minerals and Waste Local Plan.
4.99	Subtotal Pressures	321	-92	29	991	-77	
5	PRIORITIES & INVESTMENTS						
C/R.5.044	Removal of temporary funding for Coroner staff to address the backlog	-60	-	-	-	-	- Planned reversal of temporary funding in the 2022-27 business plan.
C/R.5.115	St Ives Smart Energy Grid - Interest Costs	347	-5	-5	-5	-6	-6 The Council is building 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	225	-5	-4	-4	-5	-5 The Council is building 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.

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
C/R.5.119	Swaffham Prior Community Heat Scheme - Interest Costs	149	-5	-4	-5	-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	-160	1,168	-16	-15	-16	The Council is installing 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.5.130	Removal of one off investment for Weedkilling savings	-40	-	-	-	-	Planned reversal of a temporary investment in 2023-24
C/R.5.131	Removal of one off investment for gritting savings	-50	-	-	-	-	Planned reversal of a temporary investment in 2023-24
C/R.5.133	Climate Change and Net Zero Programme Phase 2	399	57	-456	-	-	The Climate Change and Environment Strategy covers three key themes: mitigation (which includes our Net Zero ambition), adaptation to climate change, and enhancing natural assets. The enabling work for the programme is funded through the Just Transition Fund which has brought together the governance, data, skills and policy development to enable the organisation to deliver the required change across the organisation. The additional funding for Phase 2 of the programme will focus on embedding the required change across the council with a focus on delivery of projects to further reduce carbon emissions, improve natural assets and to support communities and businesses.
C/R.5.134	Climate Change and Net Zero - Just Transition funding	-399	-57	456	-	-	Just Transition Fund funding for Climate Change and Net Zero Programme Phase 2
C/R.5.135	Investment in highways including footpaths, roads, drainage, lighting, signals, signage, lining and structures	3,000	3,000	-	-	-	Our recent Quality of Life survey highlighted the importance of our highways to local residents, but also showed a very low level of satisfaction with the state of roads, pavements and cycleways. We are proposing to invest 3m to target roads, pavements and cycleways in poor repair, making improvements for road users, businesses and communities. This will be focussing on improving safety, the road user experience and supporting active travel. £1m new revenue investment in 24/25 and £2m in 25/26 onwards plus £2m in 24/25 and £4m 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.
5.99	Subtotal Priorities & Investments	3,411	4,153	-29	-29	-31	

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
6	SAVINGS						
C/R.6.060	Reversal of Capitalisation of highways investment	-	3,500	-	-	-	Planned reversal back to revenue of costs that were capitalised for several years in the 2022-27 business plan
C/R.6.220	Highways recycling of waste to reduce waste disposal costs	-150	-	-	-	-	Develop and implement a materials recycling facility for highways.
C/R.6.221	Street lighting energy savings	-977	-414	-268	26	41	Capital investment has been made for an LED replacement programme that will save on energy costs
C/R.6.231	Management efficiencies	-75	-175	-	-	-	Review to identify management efficiencies.
6.99	Subtotal Savings	-1,202	2,911	-268	26	41	
	TOTAL GROSS EXPENDITURE	107,675	115,038	116,451	119,794	121,891	

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
7	FEES, CHARGES & RING-FENCED GRANTS						
C/R.7.001	Previous year's fees, charges & ring-fenced grants	-34,431	-34,654	-37,818	-36,794	-35,774	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.
C/R.7.002	Fees and charges inflation	-265	-49	-105	-155	-114	Additional income for increases to fees and charges in line with inflation.
C/R.7.006	Changes to fees, charges & ring-fenced grants	816	-	-	-	-	Adjustment for changes to fees, charges & ring-fenced grants reflecting decisions made in 2023-24.
C/R.7.102	Review and re-baselining of P&S income	-400	250	-	-	150	Ensuring our income budgets match expected income over the five year medium-term
C/R.7.128	St Ives Smart Energy Grid - Income Generation	14	-76	15	8	7	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.7.129	Babraham Smart Energy Grid - Income Generation	-79	-141	45	3	-55	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.
C/R.7.132	Swaffham Prior Community Heat Scheme - Income Generation	-65	74	-138	-45	32	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.7.133	North Angle Solar Farm, Soham - Income Generation	592	-3,245	1,229	1,217	-69	The proposal is to construct a 39MW DC / 29.4MW AC 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.7.134	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.7.140	Recharge for shared regulatory services with Peterborough City Council	-68	-46	-58	-	-	A recharge is made to Peterborough City Council for the cost of these services, which is increased in line with inflation.

Section 3 - C: Place & Sustainability

Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
C/R.7.141	Registration - Ceremony Refunds	25	-3	-2	-	-	- We expect to need to provide some refunds for ceremony bookings.
C/R.7.143	Increased income from registration services	-125	-	-	-	-	- Increased income resulting from higher capacity for ceremonies.
C/R.7.145	Planning Performance income / Pre-application income	-	-10	-	-	-	- Increase of pre-application charges and additional service level agreement (SLA) income.
C/R.7.146	Archaeological service income	-	-70	-	-	-	- SLAs with district councils to reflect changes following Levelling Up Bill.
C/R.7.147	Connecting Cambridgeshire - additional funding	-16	-11	27	-	-	- Funding to cover overhead and staffing costs
C/R.7.148	Review of services at the household Recycling Centres	-	-10	-	-	-	- Review of Services at the Household Recycling Centres to include potential trade waste options.
C/R.7.150	Application of Parking Surplus	-512	-	-	-	-	- Parking surplus to support effective traffic management.
C/R.7.202	Change in Public Health Grant	-53	173	-	-	-	- Change in ring-fenced Public Health grant to reflect change of function and expected treatment as a corporate grant from 2024-25 due to assumed removal of ring-fence.
C/R.7.203	Surplus income other parking fees and permits	-129	-	-	-	-	- Additional income from updated parking fees and permit charges.
C/R.7.204	Street works permitting fees	-158	-	-	-	-	- Increased number of applications for Temporary Traffic Regulation Orders (TTROs).
C/R.7.205	Registrars	200	-	-	-	-	- Reduction in income due to statutory fees not being uplifted for several years, reduction in customers due to the financial climate and suitability of venues.
7.99	Subtotal Fees, Charges & Ring-fenced Grants	-34,654	-37,818	-36,794	-35,774	-35,823	
	TOTAL NET EXPENDITURE	73,021	77,220	79,657	84,020	86,068	

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Table 3: Revenue - Overview

Budget Period: 2024-25 to 2028-29

Ref	Title	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Description
FUNDING SOURCES							
8	FUNDING OF GROSS EXPENDITURE						
C/R.8.001	Budget Allocation	-73,021	-77,220	-79,657	-84,020	-86,068	Net spend funded from general grants, business rates and Council Tax.
C/R.8.002	Fees & Charges	-27,707	-31,044	-30,020	-29,000	-29,049	Fees and charges for the provision of services.
C/R.8.003	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.8.004	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.8.005	Bikeability Grant	-260	-260	-260	-260	-260	DfT funding for the Bikeability cycle training programme.
C/R.8.006	Public Health Grant	-173	-	-	-	-	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.
8.99	TOTAL FUNDING OF GROSS EXPENDITURE	-107,675	-115,038	-116,451	-119,794	-121,891	

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Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £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	4,475	-	895	895	895	895	895	-
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	3,000	-	600	600	600	600	600	-
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	6,750	-	1,350	1,350	1,350	1,350	1,350	-
C/C.1.020	Bar Hill to Northstowe cycle route	Bar Hill to Longstanton cycle route.		Committed	1,279	287	992	-	-	-	-	-
C/C.1.021	A14 - Local Authority contribution	CCC's £26m funding agreement with Department for Transport for the A14 upgrade.		Committed	26,000	2,080	1,040	1,040	1,040	1,040	1,040	18,720
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	300	104	196	-	-	-	-	-
	Total - Integrated Transport				44,654	2,471	5,643	4,455	4,455	4,455	4,455	18,720

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Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
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	35,250	-	7,050	7,050	7,050	7,050	7,050	-
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	1,175	-	235	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	11,735	-	2,347	2,347	2,347	2,347	2,347	-
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	3,890	-	778	778	778	778	778	-
C/C.2.006	Smarter Travel Management - Integrated Highways Management Centre	The Integrated Highways Management Centre (IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.		Ongoing	915	-	183	183	183	183	183	-
	Total - Operating the Network				52,965	-	10,593	10,593	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	20,000	-	4,000	4,000	4,000	4,000	4,000	-
C/C.3.004	Pothole Funding	Additional funding for Potholes.		Ongoing	40,985	15,840	7,829	4,329	4,329	4,329	4,329	-

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Table 4: Capital Programme
Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
C/C.3.006	Guided Busway	Guided Busway construction contract retention payments.		Committed	149,813	147,066	2,747	-	-	-	-	-
C/C.3.009	Wheatsheaf Crossroads	Scheme to deliver traffic signals at the Wheatsheaf Crossroads, Bluntisham.		Committed	6,795	1,775	5,020	-	-	-	-	-
C/C.3.010	St Neots Future High Street Fund	St Neots Future High Street Fund.		Committed	7,905	2,381	5,524	-	-	-	-	-
C/C.3.011	March Future High Street Fund	March Future High Street Fund.		Committed	6,853	4,857	1,996	-	-	-	-	-
C/C.3.012	Cambridge Cycling Infrastructure	Cambridge Cycling Infrastructure.		Committed	4,690	4,487	203	-	-	-	-	-
C/C.3.014	St Ives local improvements	Delivery of St Ives local improvement schemes.		Committed	2,300	1,285	1,015	-	-	-	-	-
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	5,805	2,733	3,072	-	-	-	-	-
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	3,803	2,271	1,532	-	-	-	-	-
C/C.3.017	A14 De-trunking	Funding allocated to fund the on-going costs of the former parts of the A14.		Committed	24,750	750	4,000	4,000	4,000	4,000	4,000	4,000
C/C.3.018	Street Lighting LED	Scheme to reduce street lighting energy costs.		Committed	13,283	100	7,099	6,084	-	-	-	-
C/C.3.019	Highways materials recycling	Capital investment to achieve savings on material recycling.		Committed	2,500	300	2,200	-	-	-	-	-
C/C.3.021	March Area Transport Study	Identification and delivery of transport improvement in March.		Committed	3,329	2,952	377	-	-	-	-	-
C/C.3.023	Southern Busway Widening	Improvements to the southern section of the Cambridgeshire Guided Busway.		Committed	2,891	450	2,441	-	-	-	-	-
C/C.3.024	Soham-Wicken travel link	Active travel link between Wicken and Soham for non-motorised users.		Committed	1,230	306	924	-	-	-	-	-

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Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
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.</p> <p>Carriageway preventative treatments to reduce need for more costly interventions in future years for the roads treated.</p> <p>Indicative plans for investment: 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 Preventative and planned footways maintenance and improvement Yr 1: £2m, Yr 2: £1.5m Preventative and planned cycleways maintenance and improvement Yr 1: £2m, Yr 2: £1m Road marking and signage improvements for network safety Yr 1: £1.5m, Yr 2: £0.5m Drainage system capacity improvements to reduce road flooding Yr 1: £2m, Yr 2: £3m Public rights of way improvements to support active travel and leisure access to nature Yr 1: £0.5m, Yr 2: £0.5m Traffic management signal technology improvement Yr 1: £1m, Yr 2: £1.5m Structures maintenance Yr 1: £1m, Yr 2: £1m Enabling resources and intelligence Yr 1: £0.4m, Yr 2: £0.2m</p>	C/R.5.135	2024-25	40,000	-	20,000	20,000	-	-	-	-
C/C.3.026	Additional highways maintenance allocation	Additional highways maintenance work funded by reallocated funds from HS2.		2023-24	4,728	2,364	2,364	-	-	-	-	-
C/C.3.027	Essential works on guided busway	Guided busway works including Infill and CCTV installation plus design work for future drainage and platform survey work.		2024-25	950	-	950	-	-	-	-	-
C/C.3.028	Step survey and works	STEP survey and resultant works		2024-25	1,250	-	250	250	250	250	250	-
	Total - Highways & Transport				343,860	189,917	73,543	38,663	12,579	12,579	12,579	4,000

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
C/C.4 C/C.4.002	Planning Growth and Environment 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	7,424	1,140	5,521	763	-	-	-	-
C/C.4.003	Waterbeach Waste Treatment Facilities	Amendments to the Waterbeach waste treatment facilities following changes to the Industrial Emissions Directive to reduce emissions to levels which are able to meet the sector specific Best Available Technique conclusions (BATc) and comply with new Environmental Permit conditions issued by the Environment Agency.		Committed	20,367	2,029	18,338	-	-	-	-	-
C/C.4.004	Reallocation and funding of cost cap for Northstowe Phase 1	Reallocation and funding of cost cap for Northstowe Phase 1.		2024-25	834	-	834	-	-	-	-	-
	Total - Planning Growth and Environment				28,625	3,169	24,693	763	-	-	-	-
C/C.5 C/C.5.013	Climate Change & Energy Service 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.	C/R.7.110	Committed	14,170	11,440	2,730	-	-	-	-	-
C/C.5.015	Babraham Smart Energy Grid	The project is to develop a high level assessment, then an Investment Grade Proposal for a renewable energy scheme on the Babraham Park and Ride site. This project at Babraham will look to build on the skills developed in the St Ives project to replicate on other Park and Ride sites. A 2.1 MW solar canopy project is proposed at the High Level Assessment stage.	C/R.7.107	Committed	8,596	7,309	1,287	-	-	-	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
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 Heat Network.		Committed	30,849	27,371	3,478	-	-	-	-	-
C/C.5.021	Decarbonisation Fund	An investment in the decarbonisation of Council owned and occupied buildings (approximately 69 buildings). All Council buildings will be taken off fossil fuels (primarily oil and gas) and will be replaced with low carbon heating solutions such as Air or Ground Source Heat Pumps. This investment is expected to be recouped in full from savings delivered on the Council's energy bills.		Committed	11,664	6,606	495	4,563	-	-	-	-
C/C.5.021a	Decarbonisation Fund - School low carbon heating programme	School low carbon heating element of the decarbonisation fund - see decarbonisation fund for more detailed description.		Committed	3,047	748	1,919	380	-	-	-	-
C/C.5.021b	Decarbonisation Fund - Education Capital	Education capital element of the decarbonisation fund - see main decarbonisation fund project for more details.		Committed	3,499	3,499	-	-	-	-	-	-
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	167	167	166	-	-	-	-
	Total - Climate Change & Energy Service				72,325	57,140	10,076	5,109	-	-	-	-
C/C.6	Connecting Cambridgeshire											
C/C.6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity	Promoting and facilitating commercial coverage and managing gap funded intervention contract to increase full fibre and Superfast broadband coverage across Cambridgeshire and Peterborough.		Committed	10,875	9,890	985	-	-	-	-	-
C/C.6.003	Investment in Connecting Cambridgeshire - Mobile Connectivity	Working with government and commercial operators to improve 2G, 4G and 5G coverage across the county.		Committed	1,365	1,150	215	-	-	-	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
C/C.6.004	Investment in Connecting Cambridgeshire - Public Access WiFi	Increasing the provision of free public access Wi-fi in public buildings, community and village halls and in city and town centres across Cambridgeshire and Peterborough.		Committed	605	480	125	-	-	-	-	-
C/C.6.005	Investment in Connecting Cambridgeshire - Smart Work Streams	Using connectivity, advanced data techniques and emerging technologies across a range of work streams in Cambridgeshire and Peterborough to help meet growth and sustainability challenges and support the local economy.		Committed	1,702	1,647	55	-	-	-	-	-
C/C.6.006	Investment in Connecting Cambridgeshire - Programme Delivery	"Keeping Everyone Connected" Covid-19 response and recovery programme supporting businesses and communities to access connectivity and digital technologies. Staff and support costs (including specialist legal, technical and data services) to deliver all elements of the Connecting Cambridgeshire programme.		Committed	4,728	4,168	560	-	-	-	-	-
C/C.6.007	Investment in Connecting Cambridgeshire - CORE Project	Cambridgeshire Open RAN Ecosystem (CORE) project funded by the Open Networks Ecosystem grant to help the county to be at the forefront of 5G technology, to drive economic prosperity and benefit our communities.		Committed	7,014	3,500	3,514	-	-	-	-	-
Total - Connecting Cambridgeshire					26,289	20,835	5,454	-	-	-	-	-
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	-76,105	-	-30,810	-13,840	-8,213	-8,213	-8,213	-6,816

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
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	3,162	-	984	284	120	147	170	1,457
	Total - Capital Programme Variation				-72,943	-	-29,826	-13,556	-8,093	-8,066	-8,043	-5,359
	TOTAL BUDGET				495,775	273,532	100,176	46,027	19,534	19,561	19,584	17,361

Funding	Total Funding £000	Previous Years £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	Later Years £000
Government Approved Funding								
Department for Transport	221,334	109,975	28,365	25,837	18,117	18,117	18,117	2,806
Specific Grants	37,120	25,366	10,911	843	-	-	-	-
Total - Government Approved Funding	258,454	135,341	39,276	26,680	18,117	18,117	18,117	2,806
Locally Generated Funding								
Agreed Developer Contributions	20,891	19,489	1,402	-	-	-	-	-
Anticipated Developer Contributions	12,042	3,940	3,131	308	671	671	-	3,321
Prudential Borrowing	170,544	90,598	48,756	18,687	338	365	1,059	10,741
Other Contributions	33,844	24,164	7,611	352	408	408	408	493
Total - Locally Generated Funding	237,321	138,191	60,900	19,347	1,417	1,444	1,467	14,555
TOTAL FUNDING	495,775	273,532	100,176	46,027	19,534	19,561	19,584	17,361

Section 3 - C: Place and Sustainability

Table 5: Capital Programme - Funding

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	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	4,475	3,475	-	1,000	-	-
C/C.1.012	Safety Schemes			Ongoing	3,000	3,000	-	-	-	-
C/C.1.015	Strategy and Scheme Development work			Ongoing	2,725	2,725	-	-	-	-
C/C.1.019	Delivering the Transport Strategy Aims			Ongoing	6,750	6,750	-	-	-	-
C/C.1.020	Bar Hill to Northstowe cycle route			Committed	1,279	43	1,236	-	-	-
C/C.1.021	A14 - Local Authority contribution			Committed	26,000	-	-	1,000	-	25,000
C/C.1.024	Dry Drayton to A1307 link cycle route			Committed	300	175	-	125	-	-
	Total - Integrated Transport		-		44,654	16,293	1,236	2,125	-	25,000
C/C.2	Operating the Network									
C/C.2.001	Carriageway & Footway Maintenance including Cycle Paths			Ongoing	35,250	33,750	-	-	-	1,500
C/C.2.002	Rights of Way			Ongoing	1,175	1,175	-	-	-	-
C/C.2.004	Bridge strengthening			Ongoing	11,735	11,735	-	-	-	-
C/C.2.005	Traffic Signal Replacement			Ongoing	3,890	3,890	-	-	-	-
C/C.2.006	Smarter Travel Management - Integrated Highways Management Centre			Ongoing	915	915	-	-	-	-
	Total - Operating the Network		-		52,965	51,465	-	-	-	1,500
C/C.3	Highways & Transport									
C/C.3.002	Footpaths and Pavements			Ongoing	20,000	20,000	-	-	-	-
C/C.3.004	Pothole Funding			Ongoing	40,985	33,635	-	-	-	7,350
C/C.3.006	Guided Busway			Committed	149,813	94,667	29,510	9,282	-	16,354
C/C.3.009	Wheatsheaf Crossroads			Committed	6,795	-	500	250	-	6,045
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	6,853	-	-	6,853	-	-
C/C.3.012	Cambridge Cycling Infrastructure			Committed	4,690	93	4,597	-	-	-
C/C.3.014	St Ives local improvements			Committed	2,300	-	-	2,300	-	-
C/C.3.015	A141 and St Ives Improvements Scheme			Committed	5,805	5,805	-	-	-	-
C/C.3.016	A10 Ely to A14 Improvement Scheme			Committed	3,803	3,803	-	-	-	-
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.3.019	Highways materials recycling			Committed	2,500	-	-	-	-	2,500
C/C.3.021	March Area Transport Study			Committed	3,329	3,329	-	-	-	-
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	C/R.5.135		2024-25	40,000	-	-	-	-	40,000
C/C.3.026	Additional highways maintenance allocation			2023-24	4,728	4,728	-	-	-	-
C/C.3.027	Essential works on guided busway			2024-25	950	-	-	950	-	-

Section 3 - C: Place and Sustainability

Table 5: Capital Programme - Funding

Budget Period: 2024-25 to 2033-34

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.3.028	Step survey and works			2024-25	1,250	-	-	1,250	-	-
	Total - Highways & Transport		-		343,860	190,910	34,607	32,811	-	85,532
C/C.4	Planning Growth and Environment									
C/C.4.002	Waste – Household Recycling Centre (HRC) Improvements			Committed	7,424	-	435	-	-	6,989
C/C.4.003	Waterbeach Waste Treatment Facilities			Committed	20,367	-	-	-	-	20,367
C/C.4.004	Reallocation and funding of cost cap for Northstowe Phase 1			2024-25	834	-	-	-	-	834
	Total - Planning Growth and Environment		-		28,625	-	435	-	-	28,190
C/C.5	Climate Change & Energy Service									
C/C.5.013	Swaffham Prior Community Heat Scheme	C/R.7.110		Committed	14,170	608	-	-	-	13,562
C/C.5.015	Babraham Smart Energy Grid	C/R.7.107		Committed	8,596	193	-	-	-	8,403
C/C.5.019	North Angle Solar Farm			Committed	30,849	-	-	-	-	30,849
C/C.5.021	Decarbonisation Fund			Committed	11,664	4,723	-	-	-	6,941
C/C.5.021a	Decarbonisation Fund - School low carbon heating programme			Committed	3,047	-	-	-	-	3,047
C/C.5.021b	Decarbonisation Fund - Education Capital			Committed	3,499	-	-	-	-	3,499
C/C.5.023	Oil Dependency Fund			Committed	500	-	-	-	-	500
	Total - Climate Change & Energy Service		-		72,325	5,524	-	-	-	66,801
C/C.6	Connecting Cambridgeshire									
C/C.6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity			Committed	10,875	6,067	-	3,108	-	1,700
C/C.6.003	Investment in Connecting Cambridgeshire - Mobile Connectivity			Committed	1,365	1,365	-	-	-	-
C/C.6.004	Investment in Connecting Cambridgeshire - Public Access WiFi			Committed	605	605	-	-	-	-
C/C.6.005	Investment in Connecting Cambridgeshire - Smart Work Streams			Committed	1,702	1,702	-	-	-	-
C/C.6.006	Investment in Connecting Cambridgeshire - Programme Delivery			Committed	4,728	1,863	-	2,265	-	600
C/C.6.007	Investment in Connecting Cambridgeshire - CORE Project			Committed	7,014	7,014	-	-	-	-
	Total - Connecting Cambridgeshire		-		26,289	18,616	-	5,373	-	2,300
C/C.7	Capital Programme Variation									
C/C.7.001	Variation Budget			Ongoing	-76,105	-24,354	-3,345	-6,465	-	-41,941
C/C.7.002	Capitalisation of Interest Costs			Ongoing	3,162	-	-	-	-	3,162
	Total - Capital Programme Variation		-		-72,943	-24,354	-3,345	-6,465	-	-38,779
	TOTAL BUDGET				495,775	258,454	32,933	33,844	-	170,544

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Highways					
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Highway boundary/extent/status enquiries (Advice including site surveys, documentation and written advice provided as applicable)	Non statutory	£86.40 (inc VAT) for single initial site plan and 1 hour of officer time. Travelling expenses @45p per mile (+ VAT) Additional officer time at £76.80 per officer hour (inc VAT)	£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)	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 & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Full search	Non statutory	Enhanced service fee (guaranteed; 3 days): £54.00 inc VAT	Enhanced service fee (guaranteed; 3 days): £60.00 inc VAT EIR fee (supply only; within 20 days): £45.00	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu3.4 (a,b,c,d,e,f) Nearby road schemes	Non statutory	Enhanced service fee (guaranteed; 3 days): £14.40 inc VAT EIR fee (supply only; within 20 days): £8.00	Enhanced service fee (guaranteed; 3 days): £16.20 inc VAT EIR fee (supply only; within 20 days): £9.00	Full Cost Recovery	
Place & Sustainability	Highways & 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): £14.40 inc VAT EIR fee (supply only; within 20 days): £10.00	Enhanced service fee (guaranteed; 3 days): £18.00 inc VAT EIR fee (supply only; within 20 days): £11.00	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Service requested which is not listed below	Non statutory	Quotation will be provided. Enhanced service: £76.80 per officer hour (inc VAT) EIR: £63 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

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Certified copy of Definitive Map/highway record/ Common or Village Green	Non statutory	£57.60 (inc VAT), by post or by email (pdf)	£62.00 (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
Place & Sustainability	Highways & 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	£150	£160	Full Cost Recovery	Amendment of the legal highway record and records management (charged at sealing of Agreement)
Place & Sustainability	Highways & 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: £12.60 by email (pdf) or post (inc VAT). EIR: Document only, no check. Supplied within 20 working days: £8 by email (pdf) or post.	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.	Full Cost Recovery	Document only, no advice. Non-statutory charge made under relevant legislative provisions
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Section 25/118/119 Highways Act 1980 Public Path Order applications (no certification)	Non statutory	£4744 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 @ £63/hr to that point in the process.	£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.	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.

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Section 25/118/119 Highways Act 1980 Public Path Order applications (with certification)	Non statutory	£5,009 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 @ £63/hr to that point in the process	£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	Full Cost Recovery	Web guidance available. Non-statutory charge made under relevant legislative provisions
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Section 257 Town & Country Planning Act 1990 Public Path Order applications	Non statutory	£5,557 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 @ £63/hr to that point in the process	£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	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.
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Section 261 Town & Country Planning Act 1990 Temporary stopping up for mineral workings	Non statutory	£5,557 (inc VAT)	£5,900 (inc VAT)	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Legal Event Modifications Orders (LEMO)	Non statutory	£305 (No VAT)	£325(No VAT)	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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: £307.20 (inc VAT) for County Council internal consultations on proposal. Stage 2: Enhanced service fee of £768 (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 @ £76.80/hr (inc VAT), plus disbursements	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 website	Full Cost Recovery	Hyperlink for enhanced service: http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches
Place & Sustainability	Highways & 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 £76.80 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 £76.80/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	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu2.1 (a,b,c,d) Roads adopted	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu2.2 Public Rights of Way crossing/abutting land	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu2.5 Plan showing Public Rights of Way	Non statutory	Enhanced service fee (guaranteed; 3 days): £15.60 EIR fee (supply only; within 20 days): £10	Enhanced service fee (guaranteed; 3 days): £18 (inc VAT) EIR fee (supply only; within 20 days): £11	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu2.4 Pending applications to record PROW	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu2.3 Pending orders to stop-up, divert, create, extinguish PROW	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu3.2 Land required for road works	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu3.5 Nearby railway schemes	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu3.7e Outstanding notices - highways	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - Qu3.7g Outstanding notices - flooding	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29R - additional questions	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29O - Qu16 Mineral consultation areas	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29O - Qu22.1 Common ground + town/village green	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON29O - Qu21 Flood defense and land drainage consents	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	CON290 - Qu22.2 Registration of landowner deposits under S15A Commons Act 2006 or 31A HA80	Non statutory	Enhanced service fee (guaranteed; 3 days): £12.60 EIR fee (supply only; within 20 days): £8	Enhanced service fee (guaranteed; 3 days): £14.40 (inc VAT) EIR fee (supply only; within 20 days): £9	Full Cost Recovery	 Including VAT
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Pre-Application Planning Advice - Category 1 (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 £76.80 (incl. VAT) per officer hour, starting at £340 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (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 & Sustainability	Highways & Transport	Highways	Highway Assets	Pre-Application Planning Advice - Category 2	Non statutory	Charged at £76.80 (incl. VAT) per officer hour, starting at £340 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (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 & Sustainability	Highways & Transport	Highways	Highway Assets	Pre-Application Planning Advice - Category 3	Non statutory	Charged at £76.80 (incl. VAT) per officer hour, starting at £340 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (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 & Sustainability	Highways & Transport	Highways	Highway Assets	Pre-Application Planning Advice - Category 4	Non statutory	Charged at £76.80 (incl. VAT) per officer hour, starting at £340 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (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 & Sustainability	Highways & Transport	Highways	Highway Assets	Pre-Application Planning Advice - Category 5	Non statutory	Charged at £76.80 (incl. VAT) per officer hour, starting at £340 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (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

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Pre-Application Planning Advice - Category 6	Non statutory	Charged at £76.80 (incl. VAT) per officer hour, starting at £340 (incl. VAT). Work required will be assessed and a quotation provided.	Charged at £91.20 (incl. VAT) per officer hour, starting at £375 (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 & Sustainability	Highways & 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): £27.60 (inc VAT) Answer requiring physical retrieval from archives by email (pdf): £81.60 (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): £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	Full Cost Recovery	
Place & Sustainability	Highways & 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): £19 Answer requiring physical retrieval from archives by email (pdf): £63 Please note any answers requested via post will incur an additional charge to be calculated on application	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	Full Cost Recovery	
Place & Sustainability	Highways & 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: £57.60 (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: £62.00 (inc VAT) by email (pdf) or post.	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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
Place & Sustainability	Highways & 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. £12.60 (inc VAT) by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days. £8 by email (pdf) or post	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	Full Cost Recovery	
Place & Sustainability	Highways & 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- £12.60 (incl. VAT) EIR – £8 (incl. VAT)	Enhanced service- £14.40 (incl. VAT) EIR – £8 (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 & Sustainability	Highways & Transport	Highways	Highway Assets	Landowner deposits under s31(6) Highways Act 1980 only	Non statutory		£360	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 & Sustainability	Highways & Transport	Highways	Highway Assets	Landowner deposits under s31(6) Highways Act 1980 only: Additional Declarations	Non statutory	Additional declarations £231	Additional declarations £250	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.

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Public Rights of Way enquiries - advice (Written advice and documentation provided as applicable)	Non statutory	£86.40 (inc VAT) for single initial site plan and 1 hour of officer time. Travelling expenses @45p per mile (+ VAT) and additional officer time at £76.80 per officer hour (inc VAT)	£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)	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
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Corrective applications for Commons & Town/Village Greens under Commons Act 2006	Non statutory	Unopposed applications: £4,196 (inc VAT), plus disbursements (legal advice if required; travelling expenses @ 45p/mile (+ VAT); legal Notices). Opposed applications: £4,196 (inc VAT), plus officer time charged at £76.80/hr (inc VAT) and legal fees including barrister if public inquiry required, plus disbursements (travel, legal Notices, hire of hall)	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)	Full Cost Recovery	Applications to amend the Register of Commons or Village Greens
Place & Sustainability	Highways & 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: £12.60 by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days: £8 by email (pdf) or post	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	Full Cost Recovery	
Place & Sustainability	Highways & 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: £57.60 (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: £62.00 (inc VAT) by post or email (pdf)	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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)
Place & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Highway Assets	Section 25/118/119 Highways Act 1980 Public Path Order applications (no certification)	Non statutory	£4744 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 @ £63/hr to that point in the process.	£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.	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highways	Other Charges					
Place & Sustainability	Highways & 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 £126)	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £134)		6% inflation increase for 2024-25

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highways	Private works - Third Party Requests	Non statutory	Actual cost of work + officer fees. £525 non-refundable application fee for feasibility assessment applies at point of application.	Actual cost of work + officer fees. £557 non-refundable application fee for feasibility assessment applies at point of application.	Depending on size of scheme, 20% does not cover costs on low value schemes, but may over recover on higher value schemes to compensate.	6% inflation increase for 2024-25
Place & Sustainability	Highways & Transport	Highways	Highways	Dropped crossings	Non statutory	£210 If application is unsuccessful then £115 refunded	£223 If application is unsuccessful then £122 refunded	Full Cost Recovery	6% inflation increase for 2024-25
Place & Sustainability	Highways & Transport	Highways	Highways	Access Protection Markings	Non statutory	£216	£229	Full Cost Recovery	6% inflation increase for 2024-25
Place & Sustainability	Highways & Transport	Highways	Highways	Collection from Local Highways depot of unauthorised signs removed from the Highway	Non statutory	£32	£34		6% inflation increase for 2024-25
Place & Sustainability	Highways & Transport	Highways	Highways	Section 142 Licence to Cultivate	Non statutory	£131	£139	Full Cost Recovery	6% inflation increase for 2024-25
Place & Sustainability	Highways & Transport	Highways	Highways	Removal of obstructions/Reinstatement of ploughed/cropped paths	Non statutory	£184	£195	Full Cost Recovery	6% inflation increase for 2024-25
Place & Sustainability	Highways & Transport	Highways	Highways	Asset Planning Fee	Non statutory	£150	£160		Amendment of the asset register record and records management (charged at sealing of Agreement)
Place & Sustainability	Highways & Transport	Highways	Highways and Traffic Orders	Highways and Traffic Orders					
Place & Sustainability	Highways & Transport	Highways	Highways and Traffic Orders	Implementation of TRO's	Non statutory	Actual cost of work +20% admin fee (min charge £360)	Actual cost of work +20% admin fee (min charge £360)	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highways and Traffic Orders	Temporary road closures	Non statutory	£1190 + £500 for a standalone Order	£1262 + £530 for a standalone Order	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highways and Traffic Orders	Emergency road closures	Non statutory	£835	£885.10	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Highways and Traffic Orders	TRO advertisement for Private / Third Party / LHI Funded Works, Businesses and other Private Bodies	Non statutory	£1,185	£1,256	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highways and Traffic Orders	Temporary road closures (Special Events)	Non statutory	£1,190	£1,262	Full Cost Recovery	In line with Street Works TTRO increase
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Licenses and Permits					
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Permission to deposit a skip on the highway	Non statutory	£55 for 14 days	£58.30 for 14 days	Full Cost Recovery	£58.30 renewal for every 14 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Charge for unauthorised skip on the highway	Non statutory	£350	£371		
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Store Materials on the Highway	Non statutory	£55 for 14 days	£58.30 for 14 days	Full Cost Recovery	£58.30 renewal for every 14 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Permission to erect scaffolding/hoarding over the highway	Non statutory	£145 for 28 days	£153.70 for 28 days	Full Cost Recovery	£153.70 renewal for every 28 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Obligation to dispense with consent for erection of hoarding/fence	Non statutory	£145 for 28 days	£153.70 for 28 days	Full Cost Recovery	£153.70 renewal for every 28 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Oversailing licence	Non statutory	£145 for 28 days	£153.70 for 28 days	Full Cost Recovery	£153.70 renewal for every 28 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Banner licence	Non statutory	£55 for 14 days	£58.30 for 14 days	Full Cost Recovery	£58.30 renewal for every 14 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Traffic counter licence	Non statutory	£55 for 14 days	£58.30 for 14 days	Full Cost Recovery	£58.30 renewal for every 14 days or part of thereafter
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Street licences (chairs and tables)	Non statutory	110 per sqm within Cambridge historic core area. £60 per sqm outside historic core and county wide. £250 minimum payment upfront to cover admin cost (to be deducted from the cost of the licence if application successful)	£115 per sqm within Cambridge historic core area. £65 per sqm outside historic core and county wide. £265 minimum payment upfront to cover admin cost (to be deducted from the cost of the licence if application successful)	Full Cost Recovery	This fee will remain in place until legislation conferred by The Levelling-up and Regeneration Act 2023, (Removal of section 115E of the Highways Act 1980), is enacted by the Secretary of State. This unlikely to happen until the current temporary arrangements expire in September 2024.
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Streetworks Section 50 licences- apparatus on public highway	Non statutory	£570 for upto 200m Additional £175 / 200m over and above initial 200m. Bond is also required, details on application.	£604.20 for upto 200m Additional £185.50 / 200m over and above initial 200m. Non refundable deposit may be required, details on application.	Full Cost Recovery	

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Licence to Excavate Highway (Road Opening)	Non statutory	£255 upto 200m length. Additional £175 / 200m over and above initial 200m.	£270.30 upto 200m length. Additional £185.50 / 200m over and above initial 200m.	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Licenses and Permits	Third Party Roadspace Booking	Non statutory	£55	£58.30	Full Cost Recovery	£58.30 for an extension
Place & Sustainability	Highways & Transport	Highways	Park & Ride and Busway Operations						
Place & Sustainability	Highways & 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 2024-25 fees
Place & Sustainability	Highways & Transport	Highways	Park & Ride and Busway Operations	Other concessions	Non statutory	£10 cycle lockers £10 coach booking Car boot sale £19k per	£15 cycle lockers £15 coach booking	Full cost recovery	No increase for many years. We have a waiting list of 100 people for lockers. Anyone using a locker benefits from free parking and does not
Place & Sustainability	Highways & 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	Daily peak £3.30 Off-peak £2.20 Weekly £21.10	Full cost recovery	No change for 2024-25 fees
Place & Sustainability	Highways & 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 2024-25 fees
Place & Sustainability	Highways & 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 2024-25 fees
Place & Sustainability	Highways & 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 2024-25 fees
Place & Sustainability	Highways & Transport	Highways	Parking	Huntingdonshire					
Place & Sustainability	Highways & Transport	Highways	Parking	Parking fees	Non statutory	20p for 15 minutes Max stay - 1 hour	30p for 15 mins	Full Cost Recovery	
Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Parking	Cambridge					

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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	£1.00 for each 10 minutes	£1.10 for each 10 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	£1.00 for each 15 minutes	£1.10 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 3: Sunday 9.00am to 5.00pm maximum stay 2 hours Free School Lane, King Street, Manor Street	Non statutory	£1.00 for each 15 minutes	£1.10 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	£1.00 for each 15 minutes	£1.10 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	£1.00 for each 10 minutes	£1.10 for each 10 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	£1.00 for each 15 minutes	£1.10 for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & 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	50p for each 15 minutes	60p for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 20%

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Parking	Band 13: Monday to Saturday 9.00am to 5.00pm maximum stay 8 hour - Clarendon Road, Great Northern Road, Huntingdon Road, Priory 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	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 14: Monday to Saturday 7.00am to 5.00pm maximum stay 30 minutes Newtown Road	Non statutory	60p for each 15 minutes	70p for each 15 minutes	Full Cost	Traffic Management Purposes - tariff increase of 17%
Place & Sustainability	Highways & 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	70p for each 20 minutes	80p for each 20 minutes	Full Cost	Traffic Management Purposes - tariff increase of 14%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 16 Monday to Friday 9.30am to 3pm, maximum stay 4 hours - Courtney Way, Gurney Way	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 17: Monday to Friday 10am to 5pm maximim stay 4 hours	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 18: Monday to Friday 10am to 6pm maximum stay 4 hours Hope St, Rustat Road	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 19: Monday to Friday 10am to 6pm maximum stay 8 hours Clifton Road	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 20: All days 9am to 5pm maximum stay 4 hours Barton Road	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Parking	Band 21: Monday to Friday 9.00am to 12 noon maximum stay 2 hours Richmond Road, Windsor Road	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 22: Monday to Saturday 9am to 5pm maximum stay 8 hours Riverside	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 23: Monday to Saturday 9.00am to 7.00pm Shire Hall Car Park and Castle Court Car Park	Non statutory	£1.40 per hour	£1.50 per hour	Full Cost	Traffic Management Purposes - tariff increase of 7%
Place & Sustainability	Highways & 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	£1.00 per hour	£1.10 per hour	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Band 25: Monday to Friday 9.00am to 12.00 noon maximum stay 3 hours Wentworth Road	Non statutory	£1.00 for each 30 minutes	£1.10 for each 30 minutes	Full Cost	Traffic Management Purposes - tariff increase of 10%
Place & Sustainability	Highways & Transport	Highways	Parking	Permits - Resident					
Place & Sustainability	Highways & Transport	Highways	Parking	Accordia	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Ascham	Non statutory	£54	£63	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Benson	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Benson North	Non statutory	£54	£63	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Coleridge West	Non statutory	£54	£63	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Kite	Non statutory	£102.00	£119.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Brunswick	Non statutory	£102.00	£119.00	Full Cost	16% increase to cover costs/inflation costs since 2021

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Parking	Castle Hill	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	De Freville	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Guest	Non statutory	£95	£111	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Morley	Non statutory	£58.00	£68.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Newnham	Non statutory	£54.00	£63.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Newtown	Non statutory	£102.00	£119.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Park Street	Non statutory	£102.00	£119.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Petersfield	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Regent Terrace	Non statutory	£102.00	£119.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Riverside	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Shaftesbury	Non statutory	£64	£75	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Silverwood	Non statutory	£75	£87	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Staffordshire	Non statutory	£102.00	£119.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Tenison	Non statutory	£88.00	£103.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Victoria	Non statutory	£64.00	£75.00	Full Cost	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	West Cambridge	Non statutory	£75	£87	Full Cost	16% increase to cover costs/inflation costs since 2021

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Parking	Staff Permit					
Place & Sustainability	Highways & Transport	Highways	Parking	Newnham	Non statutory	£81	£94	Full Cost Recovery	16% increase to cover costs
Place & Sustainability	Highways & Transport	Highways	Parking	Permits - Business					
Place & Sustainability	Highways & Transport	Highways	Parking	Accordia	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Ascham	Non statutory	£81.00	£94.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Benson	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Benson North	Non statutory	£81.00	£94.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Coleridge West	Non statutory	£81.00	£94.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Kite	Non statutory	£0.00	£0.00	No business permits permitted in this zone	
Place & Sustainability	Highways & Transport	Highways	Parking	Brunswick	Non statutory	£0.00	£0.00	No business permits permitted in this zone	
Place & Sustainability	Highways & Transport	Highways	Parking	Castle Hill	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	De Freville	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Guest	Non statutory	£142.50	£166.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Morley	Non statutory	£87.00	£101.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Newnham	Non statutory	£81.00	£94.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Newtown	Non statutory	£153.00	£178.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021

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Place & Sustainability	Highways & Transport	Highways	Parking	Park Street	Non statutory	£153.00	£178.00	Full cost recovery	Permit is issued to the Head of Park Street school - this is an historical agreement ,16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Petersfield	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Regent Terrace	Non statutory	£0.00	£0.00	No business permits permitted in this zone	
Place & Sustainability	Highways & Transport	Highways	Parking	Riverside	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Shaftesbury	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Silverwood	Non statutory	£112.50	£131.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Staffordshire	Non statutory	£153.00	£178.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Tenison	Non statutory	£132.00	£154.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Victoria	Non statutory	£96.00	£112.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	West Cambridge	Non statutory	£112.50	£131.00	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Permits					
Place & Sustainability	Highways & Transport	Highways	Parking	Visitors	Non statutory	£13	£16	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Ely - Chapel Street	Non statutory	£30.00	£35	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Whittlesford Resident Permit	Non statutory	£30.00	£35	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Huntingdonshire Resident Permits	Non statutory	£30.00	£35	Full cost recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Medical _ Dr's bays	Non statutory	£72.00	£84	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021

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Place & Sustainability	Highways & Transport	Highways	Parking	Visitor medical permits	Non statutory	£0.00	0	0	
Place & Sustainability	Highways & Transport	Highways	Parking	Dispensations - manual (health care workers)	Non statutory	£35.00	£41	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Car Club	Non statutory	£60.00	£70	Full Cost Recovery	16% increase to cover costs/inflation costs since 2021
Place & Sustainability	Highways & Transport	Highways	Parking	Tradesperson permits	Non statutory	Flat rate of £10.00 per day plus admin fee of £7.00	Flat rate £14 per day plus £9 admin fee	Full Cost Recovery	Induce focus/reduction on time needed in location
Place & Sustainability	Highways & Transport	Highways	Parking	Waiver	Non statutory	£25.00 per day	£29	Full Cost Recovery	Induce focus/reduction on time needed in location
Place & Sustainability	Highways & Transport	Highways	Parking	Adhoc bollard/gates manning and opening/closing of Kings	Non statutory	£45 per hour	£53	Full cost recovery	To cover costs
Place & Sustainability	Highways & 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	
Place & Sustainability	Highways & Transport	Highways	Parking	Penalty charge notices - Moving Traffic /bus lane	Non statutory	£70.00 - higher contravention, discounted to £35.00 if paid within 14 days.	£70.00 - higher contravention, discounted to £35.00 if paid within 21 days .	Full cost recovery	
Place & Sustainability	Highways & Transport	Highways	Parking	Parking Suspensions	Non statutory	£45.00 for each 5 metres per calender day. Charge of £20 for each suspension sign required to be put up and £18.50 for each cone which is set up in addition to the signs	£53.00 to suspend 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 a large suspension	Full cost recovery	Induce focus/reduction on time needed in locations.
Place & Sustainability	Highways & Transport	Highways	Parking	Parking Suspensions	Non statutory	£30.00 amendment/cancellation fee	£35	Full cost recovery	Induce focus/reduction on time needed in locations.
Place & Sustainability	Highways & Transport	Highways	Road Safety	Road Safety					

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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 & Sustainability	Highways	Road Safety	Road Safety	Standard small schemes	Non statutory	£311 for standard small schemes. Pre-audit discussions no charge for under £100k Max 1 hr for £100k - £1m	£329.66 for standard small schemes. Pre-audit discussions no charge for under £100k Max 1 hr	Full Cost Recovery	
Place & Sustainability	Highways	Road Safety	Road Safety	Road Safety Audit Stage 1	Non statutory	Concept £863 for under £100k £1,638 for £100k - 1m Schemes over £1 million start at £1,638	Concept £914.78 for under £100k £1,736.28 for £100k - 1m Schemes over £1 million start at £1,736.28	Full Cost Recovery	
Place & Sustainability	Highways	Road Safety	Road Safety	Road Safety Audit Stage 2	Non statutory	Detailed design £863 for under £100k £1,638 for £100k - 1m From £1,638 for over £1m	Detailed design £914.78 for under £100k £1,736.28 for £100k - 1m From £1,736.28 for over £1m	Full Cost Recovery	
Place & Sustainability	Highways	Road Safety	Road Safety	Road Safety Audit Stage 3	Non statutory	Post construction £1,638 for under £100k £2,211 for £100k - 1m From £2,211 for over 1m	Post construction £1,736.28 for under £100k £2,343.66 for £100k - 1m From £2,343.66 for over 1m	Full Cost Recovery	
Place & Sustainability	Highways	Road Safety	Road Safety	Road Safety Engineer (Investigations, road safety advice or participation in 3rd party audit)	Non statutory	Hourly rate £81/hr	Hourly rate £85.86/hr	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Street lighting	Street lighting					

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & 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 - £970.01 Subsequent vetting - £514.34 per vetting.	Initial vetting - £ 921.97 Subsequent vetting - £573.64 per vetting.	Full Cost Recovery	To cover costs
Place & Sustainability	Highways & 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> - £50.50. 1-5 standard attachments in a single application Technical Approval Check fee £15.19 to review application. Street Lighting Inventory records Update fee £10.14 for system administration for units covered by application. 6-10 standard attachments in a single application Technical Approval Check fee £30.39 to review application. Street Lighting Inventory records Update fee £20.30 for system administration for units covered by application. 10+ attachments in a single application Technical Approval Check fee £30.39 + £1.99per additional attachment to review Street Lighting Inventory records Update fee £20.30+ £1.40 per additional attachment for administration	<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.		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 & Sustainability	Highways & Transport	Highways	Traffic Signals	Traffic Signals					
Place & Sustainability	Highways & Transport	Highways	Traffic Signals	Charge for switching off or on traffic lights for roadworks, between 06:00hrs to 22:00hrs weekdays	Non statutory	£180.51 per off or on +/- % yearly adjustment , determined in Jan'23	£195.64 per off or on +/- % yearly adjustment , determined in Jan'24	Full Cost Recovery	Rate fixed by Cambridgeshire County Council but work arranged with and paid directly to supplier
Place & Sustainability	Highways & Transport	Highways	Traffic Signals	Charge for switching off or on traffic lights for roadworks, between 22:00hrs to 06:00hrs weekdays and at all times during the weekend	Non statutory	£216.62 per off or on +/- % yearly adjustment , determined in Jan'23	£234.77 per off or on +/- % yearly adjustment , determined in Jan'24	Full Cost Recovery	Rate fixed by Cambridgeshire County Council but work arranged with and paid directly to supplier

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2023-24	Proposed Charge for 2024-25 6% increase recommended for non-stat rates	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place & Sustainability	Highways & Transport	Highways	Traffic Signals	Charges for traffic signal data	Non statutory	£140.60	£149.06	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Traffic Signals	Commutated 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 & Sustainability	Highways & 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	
Place & Sustainability	Highways & Transport	Highways	Traffic Signals	Traffic Signal Factory Acceptance Test (FAT), Site Acceptance Test	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 & Sustainability	Highways & Transport	Highways	Traffic Signals	Traffic signal pre-application input	Non statutory	£59.21/hour + VAT	£61.42/hour + VAT	Full Cost Recovery	
Place & Sustainability	Highways & Transport	Highways	Highways Development Management	Highways Development Management					
Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Highways Development Management	Commutated sums including soakaways/ trees/ hydrobrakes/ petrol interceptors and other 'non standard' infrastrcuture.	Non statutory	Commutated sums are now calculated and collected in accordance with Highways Commuted Sum Policy adopted by Highways & Transport Committee 1st April 2023.	Commutated sums are calculated and collected in accordance with Highways Commuted Sum Policy adopted by Highways & Transport Committee 1st April 2023.	Full cost recovery in accordance with adopted policy.	Highways development - Cambridgeshire County
Place & Sustainability	Highways & Transport	Highways	Transport Strategy & Funding	Transport Modelling					
Place & Sustainability	Highways & Transport	Highways	Transport Strategy & Funding	Under 1000 dwellings/70,000 sqm B1 commercial	Non statutory	£1,650	£1,750	Partial	In addition Developers will be expected to cover the cost of actually undertaking the work requested, this fee is designed to help fund the on-going maintenance of the Model. The use of the model will depend on the level of work that is being undertaken for CCC/GCP/CPCA and the resulting resources available.

Schedule of Fees & Charges: Proposed rates for 2024-25 relating to Highways and Transport Committee

Unless otherwise specified, prices for 2024-25 start from 1st April 2024

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Place & Sustainability	Highways & Transport	Highways	Transport Strategy & Funding	1000 – 3000 dwelling/170,000 sqm B1 commercial	Non statutory	£3,300	£3,500	Partial	In addition Developers will be expected to cover the cost of actually undertaking the work requested, this fee is designed to help fund the on-going maintenance of the Model. The use of the model will depend on the level of work that is being undertaken for CCC/GCP/CPCA and the resulting resources available.
Place & Sustainability	Highways & Transport	Highways	Transport Strategy & Funding	Over 3000 dwellings/200,000 sqm B1 commercial	Non statutory	£5,500	£5,850	Partial	In addition Developers will be expected to cover the cost of actually undertaking the work requested, this fee is designed to help fund the on-going maintenance of the Model. The use of the model will depend on the level of work that is being undertaken for CCC/GCP/CPCA and the resulting resources available.
Place & Sustainability	Highways & Transport	Highways	Traffic Management	Streetworks (NRWSA)					
Place & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	NRSWA defect charge	Statutory	£120 X 2	£120 x 2	Statutory limit	Set by National Legislation.
Place & Sustainability	Highways & Transport	Highways	Traffic Management	Section 74- charge for overstays	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 & Sustainability	Highways & Transport	Highways	Traffic Management	Charges in relation to works occupying the carriageway during period of overrun					
Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Other street in road category 2.	Statutory	£2,000	£2,000	Statutory limit	Set by National Legislation.
Place & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Other street in road category 3 or 4.	Statutory	£250	£250	Statutory limit	Set by National Legislation.

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Unless otherwise specified, prices for 2024-25 start from 1st April 2024

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Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Other street in road category 2.	Statutory	£2,000	£2,000	Statutory limit	Set by National Legislation.
Place & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Other street in road category 3 or 4.	Statutory	£250	£250	Statutory limit	Set by National Legislation.
Place & Sustainability	Highways & Transport	Highways	Traffic Management	Charges in relation to works outside the carriageway during period of overrun					
Place & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Street in road category 2.	Statutory	£2,000	£2,000	Statutory limit	Set by National Legislation
Place & Sustainability	Highways & Transport	Highways	Traffic Management	Street in road category 3 or 4.	Statutory	£250	£250	Statutory limit	Set by National Legislation
Place & Sustainability	Highways & Transport	Highways	Traffic Management	Charges in relation to Offences against Part 3 and 4 of the Traffic Management Act (2004)					
Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Permit Fees in relation to Part 3 of the Traffic Management Act (2004)					
Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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

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Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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
Place & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & 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 & Sustainability	Highways & Transport	Highways	Traffic Management	Works on Traffic Sensitive Streets carried out wholly outside Traffic Sensitive 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 & Sustainability	Highways & Transport	Highways	Highway Assets	Highway Assets					
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Landowner deposits under s15A Commons Act 2006 with or without S31(6) Highways Act 1980	Statutory	£405 deposit + placing notices at £63 per hour + travel expenses @ 45p per mile + £3.91 per notice.	£430 deposit + placing notices at £75 per hour + travel expenses @ 45p per mile + £5.60 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
Place & Sustainability	Highways & Transport	Highways	Highway Assets	Landowner deposits under s15A Commons Act 2006 with or without S31(6) Highways Act 1980: Additional Declarations	Statutory	Additional declarations £290	Additional declarations £250	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 & Sustainability	Highways & Transport	Highways	Highway Assets	Highway record (List of Streets (s36(6) Highways Act 1980) and pending	Statutory	Free	Free	Statutory Limit	Viewable at Shire Hall upon appointment during normal office hours

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Place & Sustainability	Highways & 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 & Sustainability	Highways & 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
Strategy & Partnerships	Highways & Transport	Policy, Insight and Programmes	Policy, Insight and Programmes	Road traffic collision (accident) data	non-statutory	£350+VAT standing charge for all data queries. Extra fee for larger requests exceeding 1,000 collisions (£100+VAT per additional 500 collisions). Extra fee for alternative data export formats (£400+VAT). Extra fee for PDF map of collisions: -Up to 25 collisions: £350+VAT - 26-50 collisions: £375+VAT - 51-75 collisions: £400+VAT - 76-100 collisions: £425+VAT - 101-150 collisions: £450+VAT - 151-200 collisions: £475+VAT - 201-250 collisions: £500+VAT - 251+ collisions: CCC not able to produce labelled PDF. Data can be downloaded for free at:	£370+VAT standing charge for all data queries. Extra fee for larger requests exceeding 1,000 collisions (£106+VAT per additional 500 collisions). Extra fee for alternative data export formats (£425+VAT). Extra fee for PDF map of collisions: -Up to 25 collisions: £370+VAT - 26-50 collisions: £400+VAT - 51-75 collisions: £425+VAT - 76-100 collisions: £450+VAT - 101-150 collisions: £475+VAT - 151-200 collisions: £500+VAT - 201-250 collisions: £530+VAT - 251+ collisions: Not available. Data can be downloaded for free at: https://cambridgeshireinsight.org.uk/roads-transport-and-active-travel/cambridgeshire-collision-data/	Full cost recovery	

Draft Business Cases for Highways and Transport

Contents

Business Case Title	Category	Total Amount £000
Investment in highways	Investment	£6,000
Application of parking surplus	Income	-£512

Investment in highways

Proposal Title (Business Plan Description):	Investment in Highways		
	Increased investment in all main assets, including cycleways and footpaths, roads, drainage, signals, signage and road markings, PROWs, and structures.		
<u>Relevant Ambition(s)</u>	Ambitions 1,2,6		
Directorate:	Place and Sustainability		
Service:	Highways Maintenance		
Type:	Investment		
Recurrent or One Off:	One off		
BP Reference No:	C/R.5.135		
Date:	07/11/2023	Version	1

Proposal Summary

Summary / details of Proposal:											
<p>This proposal is for an increased investment into the Highways Maintenance Service of £3 million in revenue for 24/25 rising to £6 million in 25/26, Although the funding in 25/26 will be subject to further review as part of the business planning process in 24/25.</p> <p>The current budget for 23/24 for highways maintenance and management activities such as planned maintenance, responsive repairs, winter maintenance, drainage management and storm response is around £41.5 million this year. We generally receive around £20million of Capital Grant Funding from DfT (Department for Transport). This year has seen some significant additional grants for specific purposes.</p> <p>The current £41.5m Budget is split between £10.3 for revenue items and £31.2m for capital as outlined below:</p> <p>Revenue £10.3m</p> <p>Day to day maintenance of all highways assets. This includes pothole and surface defect repairs; all reactive and minor planned maintenance such as line, signs, tree and hedges maintenance; all cyclic maintenance such as grass cutting; winter maintenance and emergency response.</p> <p>General areas of spend:</p> <table border="1"> <tr> <td>Carriageways, Footways and Cycleways</td><td>£3.8 million</td></tr> <tr> <td>Drainage and Gully emptying</td><td>£1.3 million</td></tr> <tr> <td>Grass</td><td>£0.9 million</td></tr> <tr> <td>General minor maintenance</td><td>£1.3 million</td></tr> <tr> <td>Winter and Emergencies</td><td>£3 million</td></tr> </table>		Carriageways, Footways and Cycleways	£3.8 million	Drainage and Gully emptying	£1.3 million	Grass	£0.9 million	General minor maintenance	£1.3 million	Winter and Emergencies	£3 million
Carriageways, Footways and Cycleways	£3.8 million										
Drainage and Gully emptying	£1.3 million										
Grass	£0.9 million										
General minor maintenance	£1.3 million										
Winter and Emergencies	£3 million										

Capital £31.2m

This funds the structural and preventative maintenance programmes.

DfT* Needs Grant £8.3m	Long term
DfT Incentive Element £2.1m	Not Guaranteed
DfT Pothole fund £8.4m	Not Guaranteed
DfT Additional Pothole fund £3.6m 2023/24 only	One off
Cambridgeshire County Council Borrowing £4m	Will revert to Revenue in 2025/26
DfT A14 drainage £2.5m	One off
DfT HS2 funding for 2023/24 & 2024/25 £2.3m	Only guaranteed for this year & next

*DfT (Department for Transport)

The funding is used across all Highways Assets to maintain long term condition.

General areas of spend:

Carriageways, Footways and Cycleways	£25 million
Public Rights of Way	£0.25 million
Structures and Bridges	£2.4 million
Traffic Signals	£1.1 million
Drainage	£0.8 million
General across all assets	£1.65 million

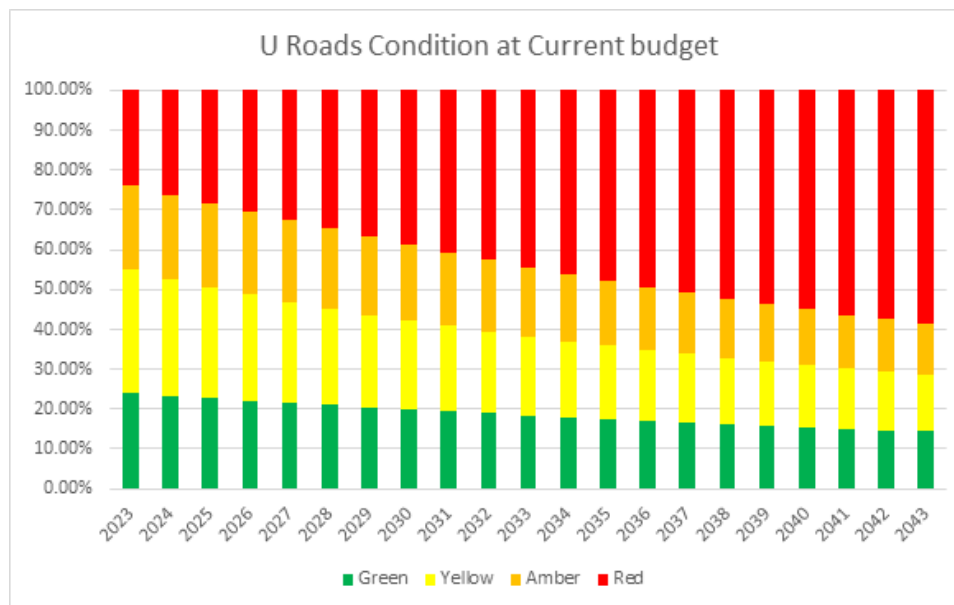
The capital funding varies year on year due to ad hoc funding grants such as the additional Pothole Funding received from DfT early in 23/24 of £3.6m. These additional grants cannot be relied on to continue into any future year. DfT is also reviewing the Incentive fund element of the Highways Maintenance Block Grant which could change the levels received in future years. The table therefore shows what we can reasonably foresee can be relied on.

The County Council's asset management data outlines an additional yearly need of £31.6m to enable the highways assets to be effectively managed. This is outlined by asset type in the table below.

Additional yearly need on top of current 23/24 levels:

Carriageways/Cycleways	£13.0m
Footways	£2m
Drainage	£4.3m
Road markings	£1.4m
Signage	£400k
Traffic signals	£2.6m
Structures & Barriers	£7.2m
Green Infrastructure	£500k
Public Rights of way	£200k
Total	£31.6m

The graph below illustrates the projected deterioration of our unclassified road network. These are the roads that make up the residential areas and minor roads connecting communities and agriculture industry in the rural areas, covering around 50% of our road network.



As the red (top section of the graph) increases with deterioration each year, the need for reactive maintenance increases particularly to repair potholes and surface defects. In addition, there are an increasing number of adverse weather impacts such as flooding on the road network causing disruption and impacting on the condition of the road network.

The priorities for investment are in those assets that have the most day-to-day impact on road user safety. These are:

- improved vegetation maintenance to enable safe use of footways and cycleways as well as improve visibility of signs and at junctions.
- Increased drainage maintenance and cleansing to remove flood risk and avoid accidents.
- Improved road markings to maintain safety at junctions and aid safe travel at night and in bad weather.
- Improved footway and cycleways surfaces, to support sustainable active travel and reduce risks of slips trips and falls particularly for older and vulnerable users. A recent report by Living Streets found that those aged 65 and older are at the highest risk from the poor state of footways. [pedestrian-slips-trips-and-falls.pdf \(livingstreets.org.uk\)](https://www.livingstreets.org.uk/pedestrian-slips-trips-and-falls.pdf)

An investment will provide a significant and immediate benefit for road users and help reduce immediate reactive maintenance pressures. The investment will also protect against increased costs and inflationary pressures affecting the service.

The DfT recently announced an increase in highways maintenance funding for 23/24 and 24/25. Cambridgeshire County Council will receive an additional £2.3million capital funding in each year. Work is underway to identify priorities for delivery for 23/24. The additional Council investment will be used alongside the DfT funding to deliver a wider ranging asset management led maintenance regime.

Highways Investment

24/25

- £1 million additional revenue to support improvements in the delivery of highways management.
- £2 million additional revenue to support a £20m capital investment to improve Highways Asset Condition. The improvement in asset condition will help reduce future maintenance.

25/26

- £1 million further additional revenue to support enhanced day to day maintenance activities enabling improved response to highway issues affecting communities such as highway flooding and surface defects.
- £2 million further additional revenue to support a £20m capital investment to improve Highways Asset Condition. The improvement in asset condition will help reduce future maintenance.

Our intention is to utilise the investment in the following way:

Priority Maintenance Themes for the two years – Revenue Total £3m

Proactive patching and pothole repairs to carriageways, footpaths, vegetation/ weeds management and cycleways. Inc peat soil affected roads	£500k
Drainage Cleansing/ Maintenance	£600k
Roadside /Footway and Cycleway Vegetation Management	£400k
Junction and Roundabout enhanced maintenance for safety	£500k
Enhanced Cycle Route Maintenance to support active travel	£200k
Road markings and signage	£400k
Enhancing PROWs (public rights of way) to support access, use and active travel	£400k

Priority Maintenance Themes for the two years – Capital Total £40m

Preventative and Planned Carriageway Maintenance and Improvements	£15.4m
Improvements to Peat Soil Affected Roads	£5.0m
Preventative and Planned Footways Maintenance and Improvement	£3.5m
Preventative and Planned Cycleways Maintenance and Improvement	£3.0m
Road Marking and Signage Improvements for network safety	£2.0m
Drainage System Capacity Improvements to reduce road flooding	£5.0m
Public rights of Way Improvements to support active travel and leisure access to nature	£1.0m
Traffic Management Signal Technology Improvement	£2.5m
Structures Maintenance	£2.0m
Enabling Resources and Intelligence	£600k

Spend over the two years on individual themes will need to be determined as programmes of projects and works are developed. Focus can be given to those themes that are swifter to achieve 'shovel readiness' and provide most immediate impact for road users. All delivery will need to be balanced with the wider activities on the network such as Utility works, the wider programme of Highways and Transportation schemes and Strategic Transport Projects.

Benefits

Highways Infrastructure Assets operate as systems to provide a safe and functional network for all highways users. Investment across the assets will provide an improvement in user experiences regardless of transport mode.

Increased investment now will help manage the decline in the condition of the highways infrastructure reducing risks to users, improve the public realm and reduce future maintenance need.

The themes will provide, within, the two years a marked and noticeable improvement in road user experience and safety. Enhancing the highways as part of the public realm; improving access and in rural areas and improving safety for all users particularly the vulnerable.

This would target assets in poor repair affecting road user safety, improve road user experience, and target assets that support active travel.

Achieving Council Ambitions.

The investment will provide transport and community benefits resulting in reduced ongoing maintenance pressures and liabilities, reduced user risk and support the councils' ambitions of 1,2 and 6.

1. **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:** Reduced Carbon in highways infrastructure management through lower carbon proactive and preventative maintenance. Asset condition is improved reducing need for reactive maintenance.
2. **Ambition 2 - Travel across the county is safer and more environmentally sustainable:** Reduced user risk from defects resulting in a danger or hazard. Resulting in reduced claims.
6. **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:** The quality of our public services will be enhanced with proactive investment and maintenance, leading to more public confidence in the resilience of our highways assets.

Delivery

Delivery will include full engagement with communities to identify local priorities within the networkwide asset management needs. Schemes within each theme will be identified using asset management best practice, with local need and benefits to be used to help prioritise delivery. Each individual maintenance theme programme of works will engage with communities to ensure each theme of maintenance is visible, takes into account the community needs and avoids undue disruption whilst works take place.

The delivery of the investment will be through a number of revenue and capital works programmes. All programmes and schemes will be managed using the Highways and Transportation project delivery system to provide assurance of delivery and benefits realisation.

Contract routes will depend on the particular programme. The most commercially appropriate route will be used to ensure Value for Money (VfM) for each programme. Benchmarking will be used to help ensure VfM and quality management.

Specific benefits realisation plans will enable monitoring of benefits throughout delivery. Delivery will be challenging particularly in year one. Where engagement of supply chain and internal design and delivery management resources will be required. Strong project management and governance will aid mitigation of mobilisation risks.

Has an EqIA been completed?	N/A
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Proposed Start Date:	April 24
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Summary Business Plan Revenue Financial Information (Business Plan Format £000)

Type	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Investment		1,000	1,000			
Investment		2,000	2,000			
Total		3,000	3,000			

Capital link

Is there a linked capital proposal?	Yes
If so, what is the reference no.?	C/C.3.025
Investment year(s)	2024/2025 and 2025/2026
Investment Amount	20m and 20m
Funding Source	Borrowing

Proposal benefits and impacts

Benefit < List the benefits that will be realised as a result of this Business Case. Include financial, non-financial and dis-benefits.>	Which ambition does it contribute towards? Select which ambition this contributes towards or if it is enabling, put 'enabler'	Measurement & Evaluation <How will you measure the benefits? Will there be internal or external evaluation – by who and when>
Safer travel / reduced user risk from road defects	Ambition 2	Data from accidents, regulatory services
Maintaining the infrastructure in an improved condition reduces the need for reactive maintenance which therefore reduces the overall carbon emissions.	Ambition 1	Service and councils carbon monitoring procedures.
The assets and maintenance targeted through the investment will support easier and safer use by sustainable travel, promoting walking, cycling and wheeling.	Ambitions 2 and 4	In service operational performance indicators and sustainable travel increase monitoring.
The assets and maintenance targeted through the investment will increase asset resilience to weather impacts and increases in traffic.	Ambition 6	Reduced need to respond to weather emergencies, reduced incidences of flooding and network interruptions due to weather. Monitored through service performance monitoring.

Type of impact	Details <i>Summarise any positive or negative impacts anticipated</i>
Environmental Impact	Positive: Reduced Carbon from maintenance activities, through lower carbon proactive and preventative maintenance. Improved biodiversity from the better management of vegetation. Reduced frequency and impact of flooding.
Social Impact	Positive: Supports active travel and vulnerable users by ensuring assets are managed so that CCC road users are safer and travelling on fit for purpose highways.
Health Impact	Positive: Reduced risk of serious injuries and/or harm on the highways due to improved standard / quality. Supports access to nature through easier use of highways particularly by vulnerable groups.

Proposal Title (Business Plan Description):	Application of Parking Surplus		
<u>Relevant Ambition(s)</u>	Ambition 2		
Directorate:	Place & Sustainability		
Service:	Transport, Strategy and Development		
Type:	Income Generation		
Recurrent or One Off:	Recurrent		
BP Reference No:	C/R.7.150		
Date:	27/9/23	Version	2

Proposal Summary

Summary / details of Proposal:
<p>The Traffic Management Act 2004 and the Road Traffic Regulation Act 1984 are specifically Traffic Management tools and will be utilised to set fees and charges purely to address traffic management issues and shape the motorist behaviours to support the County Council strategy for parking in the designated area.</p> <p>The review of parking fees to support effective inducement to alternative options is proposed. A proposed increase of 20p per tariff on street will aim to change behaviours positively. Officers have modelled different charging scenarios, and this business case reflects an assessment that is considered realistic. The modelling has considered demand, location and charging categories. The charging model is focussed on addressing and challenging demand.</p> <p>The principle of parking fee reviews is well established. There is an existing delegation to the executive director of Place & Sustainability in liaison with the chair and vice chair of Highways and Transport committee. If council did not review fees, there is a risk that traffic management would be compromised. The last increase was in February 2023. The increased income will be used to fund the delivery of highways and transport services across the County by the County Council.</p> <p>Wider traffic management fees are under review in parallel – with potential for further revenue as set out in further forms. This will involve a substantive review of the hours and days of operation of restriction and potential expansion of controls to reduce vehicle movement and ownership.</p> <p>With no substantial behavioural changes, the financial impact is expected to be a net +£512k. Officers will continue to promote and support behavioural change as part of our wider traffic management activities.</p> <p>On confirmation of the changes on Tariffs, officers will require 6-8 weeks to implement changes on all systems, the aim being to effect changes by February 2024 to ensure contractor and service resources before the end of the financial year.</p>

Has an EqIA been completed?	Yes
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Proposed Start Date:	January/February 2024
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Summary Business Plan Revenue Financial Information (Business Plan Format £000):

Type	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Income Generation		-512				
Total		-512				

Capital link

Is there a linked capital proposal?	No
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Proposal benefits and impacts

Benefit < List the benefits that will be realised as a result of this Business Case. Include financial, non-financial and dis-benefits.>	Which ambition does it contribute towards? Select which ambition this contributes towards or if it is enabling, put 'enabler' e.g., Ambition 4	Measurement & Evaluation <How will you measure the benefits? Will there be internal or external evaluation – by who and when>
Change in motorist behaviour to address congestion and pollution.	Ambition 1	Decline in usage and measured reduction of vehicle activity
Increased income to support traffic management strategies for safer travel.	Ambition 2	Realised income

Type of impact	Details <i>Summarise any positive or negative impacts anticipated</i>
Environmental Impact	Positive - Improved air quality and reduced carbon footprints
Social Impact	Positive - Improving the environment for the public
Health Impact	Positive - Supports alternative travel modes, walking and cycling and contributes to reducing pollution.

Glossary of terms

SFA	Settlement Funding Assessment	The Settlement Funding Assessment consists of the local share of business rates, and Revenue Support Grant and is part of the Council's funding.
RSG	Revenue Support Grant	Revenue Support Grant is a central government grant given to local authorities which can be used to finance revenue expenditure on any service. For Cambridgeshire County Council this grant was reduced to zero from 2021/22.
DSG	Dedicated Schools Grant	<p>The grant is paid in support of the local authority's schools budget. It is the main source of income for the schools budget.</p> <p>Local authorities are responsible for determining the split of the grant between central expenditure and the individual schools budget (ISB) in conjunction with local schools forums. Local authorities are responsible for allocating the ISB to individual schools in accordance with the local schools' funding formula.</p>
NNDR	National Non-Domestic Rates	Also referred to as business rates. In Cambridgeshire, NNDR is collected by District Councils and 50% of this money is retained by the County Council, District Councils and the Hereford and Worcester Fire and Rescue Authority as part of their funding. The remaining 50% is returned to Central Government for redistribution elsewhere across local government.
MTFS	Medium Term Financial Strategy	The Strategy that sets out the future ways in which the Council will manage its finances, considering pressures, funding and available resources.
MTFP	Medium Term Financial Plan	The Financial Model covering the next three years based on assumptions within the MTFS

Glossary of terms, continued

GFR	General Fund Reserve	Reserves held for non-specific purposes, to manage risks as / if they arise during the year.
EMR	Earmarked Reserve	Reserves held for specific purposes.
CPI	Consumer Price Index	Measures changes in the price level of market basket of consumer goods and services purchased by households.
RPI	Retail Price Index	A measure of inflation published monthly by the Office for National Statistics. It measures the changes in the cost of a representative sample of retail goods and services.
SEND	Special Educational Needs & Disabilities	A focused service on helping a child or young person in learning where that individual has a disability or special educational needs, for example dyslexia or physical ability, that requires additional support.
ILS	Independent Living Support	A focus to help young adults with learning disabilities and autism to live independently in their own homes / accommodation.
AHC	Directorate of Adult, Health and Commissioning Services	Directorate of the Council providing services such as care for the elderly, adults with disabilities, mental health and integration with health partners
CEF	Children, Education & Families Directorate	Directorate of the Council providing services such as care placements, education, SEND, libraries and arts.
P&S	Place & Sustainability Directorate	Directorate of the Council providing services such as highways, waste and transport.
S&P	Strategy & Partnerships Directorate	Directorate of the Council providing services such as human resources, legal and communications.

F&R	Finance & Resources Directorate	Directorate of the Council responsible for Finance (Insurance, Accounting, Procurement & Financial Transactions); IT and Customer Services and Property.
BCF and iBCF	Better Care Fund and Improved Better Care Fund	A programme spanning both the NHS and local government which seeks to join up health and care services, so that people can manage their own health and well-being and live independently in their communities for as long as possible and avoid delayed transfers of care (DTOCs).
HSF	Household Support Fund	Independent living is a service designed to help people with a wide range of support needs retain their independence by being supported in their own home. People in independent living have their own tenancy and are responsible for their own bills and cost of living.
PFI	Private Finance Initiative	A way of creating 'public – private partnerships where private firms are contracted to fund, complete and manage public projects, predominantly building related.
DLUHC	Department for Levelling Up, Housing & Communities	Government Funding Departments
DfE	Department for Education	Government Funding Departments
DfT	Department for Transport	Government Funding Departments
DWP	Department for Work & Pensions	Government Funding Departments
HO	Home Office	Government Funding Departments

Review of the Highways Operational Standards in Relation to Weed Management

To:	Highways and Transport Committee
Meeting Date:	23 January 2023
From:	Executive Director of Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2024/021
Executive Summary:	<p>This paper provides the outcomes of a review that has been undertaken to assess the impact of changes in the Highways Operational Standards in relation to the management of weeds that were introduced in April 2023.</p> <p>The report recommends approval of draft revisions to the Highways Operational Standards in relation to the management of weeds for consultation with stakeholders.</p> <p>The report also seeks delegated authority to approve the final version of the Highways Operational Standards with respect to weeds management, following a consultation process to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee.</p>
Recommendation:	<p>The Committee is recommended to</p> <ol style="list-style-type: none">Note the outcomes of the review that has been undertaken regarding the implementation of the current weeds management policy that was introduced in April 2023 as outlined at Appendix 1.Approve the draft revised Highways Operational Standards as outlined at Appendix 2 in relation to the management of weeds for consultation with local stakeholders.Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to approve the final draft of the Highways Operational Standards following consultation with stakeholders.

Officer contact:

Name: Jon Munslow
Post: Assistant Director Highways Maintenance
Email: jon.munslow@cambridgeshire.gov.uk

1. Creating a greener, fairer, and more caring Cambridgeshire

- 1.1 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.

The management of weeds on the highway removes the need for avoidable reactive repairs that would otherwise result from weed growth and roots damaging surfaces. A proactive approach to weed management also reduces the emissions of carbon in the service.

The recommended revised draft Highways Operational Standards (HOS) will improve environmental performance and reduce carbon emissions from the service through reduced reactive weed management activity.

- 1.2 Ambition 2 – Travel across the County is safer and more environmentally sustainable.

Extensive weed growth can obstruct visibility at junctions and detrimentally affect the drainage of water from the highway. These impacts can result in an increase in road user risks, particularly for vulnerable users. The proactive removal of weeds supports a safe and functional highway. Whilst not directly measured, the perception of risk from weeds as a walker or wheeler may contribute to modal choice, leading to an increase in car journeys.

The recommended revised draft HOS will support road user safety.

2. Background

- 2.1 As part of the County Council's Business Planning process for the Financial Year 2023/24 the Council approved a change in the Highways Operational Standards in relation to the management of weeds. The approach shifted from the planned application of chemical weedkillers across the network, to a reactive regime, where chemicals would not be used and with weeds being removed only if they presented a hazard or nuisance to highway users.

- 2.2 It is to be noted that before this change was made that the chemical treatment of weeds predominantly took place within the urban areas of Cambridge City, towns, and villages. Planned chemical treatment of weeds did not typically take place on rural roads.

- 2.3 The objectives of the change to the Highways Operational Standards were to:

- deliver a revenue saving of £120k per annum in Highways Maintenance through reduced operational costs,
- reduce the carbon footprint of the Highways and Transport service,
- reduce the use of potentially harmful chemicals, to improve the safety of the workforce, reduce risk to the environment, and support biodiversity,
- maintain road user safety by assessing all reports of weeds and removing those weeds causing a hazard or nuisance to highway users, taking a risk-based approach.

- 2.4 The management and removal of noxious weeds fell outside of these changes. The management of noxious weeds on the highway such as Japanese Knotweed and Himalayan Balsam has continued and is carried out in alignment with regulatory requirements as set out in the Ragwort Control Act 2003, Environmental Protection Act 1990, Wildlife and Countryside Act 1981, Weed Control Act 1959, and the associated industry guidance.
- 2.5 During the summer of 2023, there was a high number of weeds reported by members of the public and elected members of the Council. Furthermore, on reviewing the implementation of the revision to the Highways Operational Standards, senior officers identified that the Council had not adequately engaged with key stakeholders before the revised policy relating to weed management was implemented.
- 2.6 The Council therefore wrote to District Councils, Town Councils and Parish Councils in the autumn of 2023 to outline that the Council was undertaking a review of the revised policy and that it was seeking views of stakeholders to inform that review. This report sets out the results of that review and recommends a further change to the Highways Operational Standards.
- 2.7 The Council's Draft Business Plan and proposed investment in Highways Maintenance includes a draft allocation for the management of weeds and vegetation on the highway. The cost of the proposed changes would be accommodated in the revised budget for highways maintenance if that were approved.
- 2.8 The County Council agreed a Motion in October 2023 to consider the approach to weedkilling at this committee, ensuring the report and associated decisions are effectively communicated to all Members, and Town and Parish Councils.

3. Main Issues

Changes Made to the Highways Operational Standards

- 3.1 The Highways Operational Standards approved at Highways and Transport Committee on 7 March 2023 included a revised arrangement to the management of weeds, removing the planned chemical spraying of weeds across the network. This did not preclude the removal of weeds by other means.
- 3.2 Approximately 30% of the highway network in Cambridgeshire was affected by the change. Only kerbed urban areas were treated for weeds. Rural and non-kerbed areas were not included in the previous regime of chemical weed removal and hence were not covered by this change in the operational standards.
- 3.3 The operational changes have been applied consistently across the County including where Cambridge City Council as a partner local government organisation carries out weed clearance and control in Cambridge City. The City Council carry out treatments and works to their own timescales to fit with their wider operations. Where the City Council controls weeds to a higher standard they do so at their own cost.
- 3.4 Highways Maintenance staff were informed and trained in the new approach to ensure consistency of policy application when considering hazard or nuisance presented by weeds.

- 3.5 Where the use of chemical weedkiller was part of a wider maintenance treatment or process this was still carried out e.g., the preparation of surfaces prior to a footway slurry seal or a carriageway surface treatment.

Impact Review and associated engagement

- 3.6 A review of the impact of these changes to the Highways Operational Standards was conducted by the Highways Service in the autumn of 2023. This included engagement with County Councillors, District Councils and Town and Parish Councils via a survey seeking feedback on the impact on communities of the new operational policy.
- 3.7 In October 2023, a Survey of County Councillors, District and Town and Parish Councils was carried out. 130 responses were received. The feedback received is presented at 3.14.

Methodology of Impact Review

- 3.8 The review consisted of:

- The survey sent to all Councillors, District, Town, and Parish Councils.
- Review of customer service requests, and complaints.
- Site surveys undertaken by Local Highways Officers and Technical Officers.
- Assessment of weed treatment options carried out by Cambridge City Council – See Appendix 3.

- 3.9 The review has considered:

- (i) Impact of weeds on the amenity and visual aspects of the street scene.
- (ii) Impact of on the highways network and drainage systems.
- (iii) Impact of weeds on road and footway surface deterioration.
- (iv) Financial Impacts of the change.
- (v) Carbon and nature impact of the change.
- (vi) Heritage Impacts.
- (vii) Impact of the change on street cleansing operations of District Councils.
- (viii) Partnership trials on alternative weed removal systems.
- (ix) Impact of weeds on the public and communities.

Results of Impact Review

- 3.10 The overall findings of the review have been:

i) Impacts on amenity and visual aspects of the street scene: There has been a significant increase in the proliferation of weeds in towns and villages across the county where previously few reports were received. The impact across the county appears to be the same with no area worse affected overall than another.

Survey respondents have highlighted that streets have looked untidy due to the weed volume and size. In some locations weeds appear to be trapping litter, increasing the untidy appearance of the street scene.

ii) Impacts on highway network and drainage systems: Weeds in channels can present a barrier to water reaching drainage gullies and channels. However, there has not been many locations where, on assessment, this has been considered a risk that has required the immediate removal of the weeds.

iii) Impacts on roads and footway surface deterioration: Weeds will, over time, cause minor local damage to the edges of road and footway surfaces. This is caused by the root growth of the weed plants. In the short-term the damage is minor and localised. The impact of the changes to the HOS has not had an immediate significant effect on surface deterioration. However, if continued in the long-term, there is likely to be a need for maintenance interventions across the network, due to weed damage.

iv) Financial impacts of the change: The cessation of the cyclic chemical weed treatment regime removed the cost of the treatments of £120,000. However, the resultant need to reactively respond to higher levels of reports of weeds causing nuisance or hazard and associated works to remove where necessary has increased resources required to deal with weed issues. This additional resource and costs have been absorbed within the wider Highways Maintenance budgets. Works to remove hazardous weeds cost £7000. The additional time and travel costs of officers responding the reports is estimated at a further £12,000. This results in a net saving of the policy change of around £101,000.

(v) Carbon and nature impacts:

Carbon: The ceasing of cyclic chemical weed treatments for 23/24 is not seen as having reduced the carbon in this area of service. The need to respond reactively to reports of weeds has led to an increase in site visits by Local Highways Officers, with associated carbon of the travel to and from sites and the works to manually remove nuisance weeds.

Nature: Glyphosate-based weed treatments are licenced for use in the UK. Glyphosate weed treatments are considered, by the Health and Safety Executive (HSE), who are the UK licensing body, to be *non-harmful* to humans and animals when used correctly¹.

To avoid any harmful effects to surrounding flora and fauna during historic weed treatment, appropriate controls and good practice was always followed. However, it is recognised that the HOS change for 23/24 to remove chemical weed treatment mitigated this risk entirely.

Glyphosate is currently authorised for use in the EU until 15 December 2023, following an extension to the renewal assessment process in 2022. In the UK, the current expiry date is December 2025, following a three-year extension as the UK's post-Brexit pesticides regulatory regime is developed. The HSE is the prime source of advice and guidance on the use of pesticides².

(vi) Heritage impacts: Cambridge City Council has reported that manual removal of weeds is risking damage to historic paths and paved areas in the City area. The City Council operational teams report that previous chemical weed killing regimes had significantly less risk or damage to the historic paving and surfaces.

¹ [HSE website content re Glyphosate herbicide](#)

² <https://www.hse.gov.uk/pesticides/index.htm>

(vii) Impacts on District Council cleansing operations: The proliferation of weeds can increase where there is detritus at the edges of roads. The removal of general detritus is the responsibility of the District Councils, and this is generally carried out through mechanical sweeping. The County Council as Highway Authority does not sweep to remove weeds as our operational approach in the past has been the cyclic chemical spraying regime. Sweeping does not tackle the weeds at the root and therefore there are concerns about the effectiveness of the approach.

Cambridge City Council reports that the lack of chemical treatment of weeds is affecting the City Council's ward deep cleaning programme. In previous years the cyclic chemical weed treatment required the removal of dead weeds. This season, as a result of no chemical treatment, teams are facing significantly more growth. The live nature of the weeds requires significant effort with hand tools and mechanical 'weed-rippers' and sweepers. This is increasing costs of the deep cleans. Cambridge City Council also reported additional costs as a result of reacting to the need to manually remove weeds by hand and mechanical means when reacting to reports in the City.

(viii) Partnership trials on alternative weed removal systems: The County Council has been working in partnership with Cambridgeshire City Council who have carried out a trial in two City wards of alternative weed removal methods. The trial assessed a number of methods as set out in Appendix 3 – Cambridge City Weed Treatment Assessment

Milestone, for Hampshire County Council, undertook an extensive trial into the use of chemical and alternative weed treatment methods. Appendix 4 – Alternative Methods of Weed Control on the Hampshire Highways Network 2022

Both trials indicate that, overall, Glyphosate-based chemical weed treatment is the most cost-effective method of weed management. To be effective to the same level, other treatment methods are overall more costly to carry out to achieve similar levels of weed reduction.

3.11 the public survey are as follows:

- Streets looking untidy, scruffy, and messy.
- Significant increase in the number and proliferation of weeds.
- Weeds causing danger to road users – trip hazard and visibility hazard.
- Use of mechanical and manual weed removal in place of chemical treatments.
- Reinstatement of chemical treatments.
- Weeds are causing drainage problems.

The table below breaks down the feedback received. The October 2023 Weed Survey Responses are set out in Appendix 5, and the associated analysis 'Weed Survey Trends' is set out in Appendix 6.

Table of over all responses		Town and Parish Councils	District Councils	County Councillors
Total responses		103	22	12
Positive	P	9	4	0
Positive and Negative	P&N	0	2	0
Negative	N	88	16	12
Indifferent	I	6	0	0

- 3.12 **Overall:** The 23/24 operational changes have not had the positive benefits envisaged when implemented. The carbon and cost reductions are not being realised and the impact has been reported as being negative by those that have responded to the survey.

It is therefore proposed to adopt a new operational standard that includes the use of planned chemical weed treatment to manage the impacts of weed growth in the highway as set out in Section 5 of the report.

4.0 Alternative Options Considered

4.1 The following new policy options have been considered:

- (1) Continue with the current Highways Operational Standards.
- (2) Commencing April 24/25 carry out 2 cycles of chemical weed treatment during the growing season together with additional planned maintenance activity on specific locations.

Recommended

- 4.2 The current approach to the management of weeds and its review has highlighted the cross-cutting network, environmental, financial, and reputational impacts associated with the removal of a planned weeds management regime. The desired financial savings and carbon reductions are not being achieved. Given the availability of additional budget, officers consider that this will be effectively targeted to a planned regime. Whilst this will not yield savings, it will support effective management of our asset, and support a positive reputation with our communities.
- 4.3. The cost of the preferred option will be £180,000 in financial year 24/25 and £135,000 in subsequent years. The initial higher cost for 24/25 includes targeted removal of weed buildup in channels to help remove highways flood risk and reduce the propensity for weeds in the next growing season. This will be funded through the proposed revised budget for highways maintenance.
- 4.4 The benefits of the preferred option will be:
- Streets looking tidy.
 - Reduction in the number and proliferation of weeds.
 - Removal of trip hazards and visibility hazards resulting in a safer network.

- Reduction in drainage issues caused by weed growth.
- Reduced risk of damage to highway surfaces.

5. Conclusion and reasons for recommendations

5.1 The following change to the HOS is recommended:

Weed Growth

Within built up village and town areas within 40mph limits or below, the service will carry out planned chemical weed control with a minimum of two treatments in each year.

Where communities prefer that weeds are not treated or removed, the Council will engage and agree a local standard based on engagement with the community.

5.2 Officers will explore through discussion and agreement how closer working with the District Councils on weed and vegetation growth control and maintenance can benefit the outcomes to the public of weed management and street cleansing operations.

Next steps

5.3 Prior to adoption of the proposed new Highways Operational Standard for Weeds a community engagement exercise will be carried out to seek the community views on the new policy and its implementation. This will be done in March 2024, through an online survey of Local Members, Town and Parish Councils, and the City Council.

5.4 The consultation responses will inform any minor change to the standards and their implementation with a view to enabling locally nuanced highways weed management in line with community action on nature recovery and protecting and enhancing the natural environment.

5.5 To ensure the resultant weed control level is achieved, in April and May 24/25 it is proposed to undertake a one-off programme of physical weed removal on routes to be treated. This is to remove the residual weed growth from the highway.

5.6 Subject to approval, the HOS changes relating to weeds would take effect from April 2024.

6. Significant Implications

6.1 Finance Implications

The proposed investment in Highways Maintenance as detailed in the Council's Business Plan will support the funding the proposed changes. The costs of planned weed treatment of £180,000 for 24/25 and £135,000 for future years. The 24/25 costs reflect the costs to remove localised buildups of weeds in road channels. The ongoing cost of £135,000 reflects the increased costs of highways maintenance as a result of inflation rises in recent years. The ongoing costs for weed management will be higher than the original savings target as set for 23/24.

6.2 Legal Implications

If the roads are not effectively managed there is risk of third-party claims associated with any road traffic collisions. The HOS support delivery of the County Council's duty to maintain, providing and a basis for any section 58 defence.

6.3 Risk Implications

The policy options relate to the removal of weeds from footways and road edges. Weeds can be a hazard affecting road user safety, as can be a flood risk.

6.4 Equality and Diversity Implications

The highway is maintained for all users. Weed growth on footways and paths presents a particular hazard for those less physically mobile and can also be a hazard for the sight impaired. A proactive regime of weed management can reduce the nuisance and hazard weeds can present to vulnerable road users.

Consultation with users and communities will help ensure maintenance activities on the affected roads provides a safe and functional network for all users.

6.5 Climate Change and Environment Implications (Key decisions only)

The assessment of carbon benefit and nature impact that could be achieved through the 23/24 is subjective. There has not been an in-depth review by ecologists or carbon reduction experts due to the early nature of the change.

The policy change has potential to result in carbon reduction in the service for this year due to the reduced resources put into weed control. However, a significant proportion of this reduction is likely negated by the reactive response to reports by Local Highways Officers. Potential reductions are likely to decrease year-on-year as more reactive maintenance is required to increasingly prolific weeds.

Sign off table for Chief Executive or Executive Director

(to be deleted by the DSO before publication)

Area	Officer	Sign off confirmed
Mandatory Sign Offs (these are required for every report)		
Executive Director for relevant area	Frank Jordan	Yes

Finance	Finance Sarah Heywood	Yes
Legal	Pathfinder Legal Services/external solicitors where relevant	Yes Emma Duncan
Risk	Chief Executive and Executive Directors	Frank Jordan Yes
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Public Health	Kate Parker	n/a
Resource (Assets, IT, & HR)	Chris Ramsbottom Katherine Hlalat	n/a

	Janet Atkin	
Communications	Sarah Silk	n/a

7. Source Documents

Appendix 1 – Current HOS approach to weeds

Appendix 2 – Recommended HOS approach to weeds

Appendix 3 – Cambridge City Weed Treatment Assessment

Appendix 4 – Alternative Methods of Weed Control on the Hampshire Highways Network 2022

Appendix 5 – Weed Survey Responses October 23

Appendix 6 – Weed Survey Trends.

Health and Safety Executive Guidance:

Glyphosate: [HSE website content re Glyphosate herbicide](#)

General Pesticide Guidance: <https://www.hse.gov.uk/pesticides/index.ht>

Appendix 1: Current 23/24 Highways Operational Standard for Weed Control

Current Standard

The Highways Operational Standards approved at Highways and Transport Committee on 7 March 2023 state.

i) We will apply weed killer to highway areas		
Service	Measured by	Target Standard
Apply Weed killer	Targeted approach at agreed locations identified on risk based approach	N/A

In practice, this is delivered through an inspection and assessment of level of nuisance and risk presented by weed growth followed by physical removal works.

Appendix 2 - Proposed New 24/25 Highways Operational Standard for Weed Control

Proposed New Standard

The new Highways Operational Standard for weed control will be:

i) We will apply weed killer to highway areas		
Service	Measured by	Target Standard
Apply Weed killer	<p>Within built up village and town areas within 40mph limits or below, carry out planned chemical weed control with a minimum of two treatments in each year.</p> <p>Where communities prefer that weeds are not treated or removed, the Council will engage and agree a local standard based on engagement with the community.</p>	Min 2

Appendix 3: Cambridge City Council - Review of alternative weed treatment options:

Method	Use	Advantages	Disadvantages
Hot Foam	Weeds in hard surfaces, Moss on hard surfaces and play area safety surfacing, Grass growth around trees,	Foam holds hot water against plants Pesticide free Can be used in all weather. Kills 85% of targeted weeds.	New technology needs refinement. Expensive to purchase Additional costs of fuel, diesel consumption and pollution.
Hot water / steam	Weeds in hard surfaces, Moss on hard surfaces and play area safety surfacing, Grass growth around trees	Lower initial system purchase cost	Requires more treatments as heat is not held onto plant. Diesel consumption and pollution increases.
Propane / Flame gun	Weeds on hard surfaces	Relatively cheap to purchase	Health and Safety risk Not particularly effective and very unlikely to be used.
Manual weeding	Weeds in general	Very effective if done well. Low set up costs (excluding labour)	Very time consuming Requires large amounts of labour, which add to cost
Mulching – bark and or membrane	Weed control within shrub borders, under trees etc.	Improves appearance of the site and retains moisture in the soil to aid plant growth	Can be labour intensive, may be expensive depending on supply of material. Note not suitable for footway and road surfaces
Vinegar based solutions	Weeds in hard surfaces	No licence required for application	Has been trialled but has not been effective, Strong smell can give operator headache
Volunteer programmes	Weed control and championing of principles of herbicide free	Residents and Groups may have other priorities and wish to manage weeds in different ways and with alternative methods	Some Groups may not be able to resource this approach in the medium to long term.

*Alternative Methods of
Amenity Weed Control in
Partnership with
Hampshire Highways
2022*



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Introduction:

Hampshire Highways are responsible for maintaining approximately 8670km of principal, classified, and unclassified roads throughout the geographical area of Hampshire. Excluded from Hampshire Highways' responsibility are the unitary authority areas of Portsmouth and Southampton, and motorway and trunk roads which are the responsibility of Highways England.

Since 2017, this maintenance has been delivered through Milestone Infrastructure (formerly Skanska), its trusted partners, and their subcontractors.

As part of this highway maintenance contract, Milestone infrastructure are responsible for removing weeds from the urban network in Winchester, Rushmoor, Test Valley, Fareham, and East Hampshire. This amounts to 4269km of surfaced street pavements and footways. This figure excludes the addition of paved and non-paved traffic islands, central reservations, and roundabouts, which are also covered within the programme.

Since 2021 this aspect of the contract has been delivered by Charlton Environmental Ltd, a specialist amenity weed control contractor, who use handheld applicators to walk the network and accurately treat active weed growth once per year with glyphosate.

Glyphosate Background & Reasons for Trialing Alternative Methods:

In 2015 the International Agency for Research on Cancer (IARC), an agency of the World Health Organisation (WHO) classified glyphosate as a group 2A carcinogen; "probably carcinogenic to humans". This has led to much controversy in media outlets and political pressure on users of glyphosate in both agriculture and amenity to review their usage.

It is important to note that the IARC only evaluates the potential of a chemical, physical agent, or lifestyle factor to cause cancer by means of reviewing the available scientific evidence. It does not look at the dosage or exposure level required for that substance, agent, or lifestyle factor to indeed have a carcinogenic effect. To add perspective to this, sunlight in the form of UV rays is classified as a group 1 (known to be carcinogenic) by the IARC, though avoiding sunlight entirely would have serious detrimental effects on human health.

The IARC monographs can be viewed on their website here:

<https://monographs.iarc.who.int/list-of-classifications>

By examining the data and querying '2A' in the search bar we can view other substances, physical agents, and lifestyle factors which the IARC classify as "probably carcinogenic to humans". These include - but are not limited to - anabolic steroids, occupational exposure as a hairdresser or barber, emissions from high temperature frying, working night shifts, consumption of red meat, and drinking hot beverages above 65°.

Subsequent to the IARC's evaluation, in 2016, the WHO in conjunction with the Food & Agriculture Organisation of the United Nations (FAO) concluded that "glyphosate is unlikely to pose a carcinogenic risk to humans from exposure through the diet".

The European Chemicals Agency then in 2017 concluded that the "available scientific evidence did not meet the criteria to classify glyphosate as a carcinogen, as a mutagen or as toxic for reproduction", and more recently in 2020 the US Environmental Protection Agency reaffirmed its stance that "there are no risks of concern to human health when glyphosate is used in accordance with its current label. EPA also found that glyphosate is unlikely to be a human carcinogen"

Despite the above, there have been several successful claims in the USA against Bayer, who purchased Monsanto in 2018, focusing on their product, 'Roundup', which contains glyphosate, contributing to the claimant's non-Hodgkin's lymphoma.

The Pesticide Action Network (PAN UK), cites that glyphosate, in combination with surfactants found in glyphosate formulations, can have adverse effects on kidneys, can lead to reproductive and developmental issues, is an endocrine disruptor, can affect neurological nerve cells and interferes with the immune system.

Members of the public and local councilors across Hampshire have expressed concern over the use of the substance, not only due to its potential impact on human health but also on local biodiversity.

This has led the council to review its use of glyphosate on the network by way of a trial to better understand what alternatives are available. Are they practical? Are they safer for both operatives and public? Are they cost effective?

A summary report by Oxford Economics which looked at the impact of an all-out ban on glyphosate usage on the UK's road network determined that the financial impact of some alternative methods could increase the average household council tax bill by up to £7.80.

They also review the economic impact on agriculture and on railways. The summary reports can be viewed here:

<https://www.oxfordeconomics.com/recent-releases/The-impact-of-a-glyphosate-ban-on-the-UK-economy>

However, with a global glyphosate shortage on the horizon for the 2022 season and prices of glyphosate products rapidly escalating as a result, there could be a balancing effect on the cost of alternative solutions.

Why Treat Weeds at all?

This is a question that the council are commonly asked. Why clear weeds? Why not leave weeds on the street pavement surfaces and let them flourish? Some wildflowers not only look appealing, but create habitat, food sources for pollinators and lead to an overall increase in biodiversity which can only be a good thing:

Some weeds such as horsetail (*Equisetum arvense*), buddleja and other woody perennials can have a detrimental effect on the highway surface. This can lead to costly resurfacing repairs and potential disruption on the network which could have been prevented had the weeds been controlled. Figure 1 below shows damage to a tarmac surface caused by horsetail in Rushmoor district.

Fig. 1 [Horsetail Growth on Tarmac]



Under the Weeds Act 1959 the council has a responsibility to prevent the spread of spear thistle, creeping thistle, curled leaf dock, broad leaved dock, and ragwort, which can all be found commonly growing throughout the network

Under the wildlife and countryside act 1981 the council has a responsibility to prevent the spread into the wild of 52 invasive non-native plant species as listed in schedule 9. These include Japanese Knotweed, Giant Knotweed, Himalayan Balsam and Montbretia, all of which the council is aware of occurrences within the network.

Some plants can be harmful to human health. There are reported instances of Giant Hogweed on the Hampshire Highway network which can cause severe skin burns. It is also common to observe nightshade, hemlock, and other plants poisonous to humans. There is a particular risk to children and animals when these species are found to be growing from the highway surface or in highway verges.

Weed growth can build up over time and capture detritus and litter, this can make it difficult for machine sweepers to collect litter effectively which, if left unmanaged can encourage rodents and when combined, creates an unkempt appearance.

An abundance of vegetation in highway gullies and channels can inhibit the flow of rainwater and in extreme circumstances can increase the likelihood of flooding. Figure 2 below shows a significant build-up of weed grasses in a drainage channel in Gosport.

Fig. 2 [Weed Growth in Drainage Channel]



The Aims of this Study:

- To identify viable alternative methods of treating and removing weeds from the highway network
- To measure the effectiveness of the alternatives procured both in the short term and long term
- To measure the safety and limitations of the alternatives procured for operatives and members of the public
- Analyse the costs of the alternative methods against 'doing nothing' and the use of glyphosate. Could the current cost to the taxpayer be reduced through alternative methodology? Or does an increase in cost to the taxpayer offer overall best value?

Methods of Control to be Included:

Do Nothing

An area of network will be left completely untreated for the 2022 season. The council will audit this area regularly to determine weed growth levels, impacts and public response.

Application of glyphosate

An adjacent area of the network will be treated with glyphosate once in the 2022 season as normal.

Application of Acetic Acid (vinegar)

A product named 'New Way Weed Spray' will be applied to an adjacent, similarly sized area to the above. This will be a pedestrian operated spray application similar to applying glyphosate, however the applicator itself will be a more conventional 15L hydraulic pump knapsack, rather than an electronic, lightweight CDA machine. This is because a higher volume output is required with this product.

Application of Pelargonic / Nonanoic Acid

A product containing the above ingredients will be sourced and applied to an adjacent, similarly sized area to the above. This will be a pedestrian operated spray application similar to applying glyphosate, however the applicator itself will be a more conventional 15L hydraulic pump knapsack, rather than an electronic, lightweight CDA machine. This is because a higher volume output is required with this product.

Upon further investigation, it was found that these products are not approved for use on hard surfaces to control weeds, and therefore this option was removed from the trial.

Hot Foam

A machine will be hired in from “Weedingtech” who manufacture and distribute the Foamstream system in the UK. Operatives will be trained to use the machine which is mounted on a vehicle at all times. We then need to employ a team of at least 2 operatives to operate, as one operative will be in charge of the vehicle, another applying the foam product, and potentially a third responsible for signing / guarding / public awareness; subject to risk assessment.

As this method is vehicle mounted, traffic management and potential rolling lane closures will need to be factored in. There is an operational constraint to be considered when maneuvering the applicator hose around parked cars and into remote footways whilst attached to the vehicle, and as the machine uses approx. 700 liters of water per 65 minutes, we need to factor in operational downtime whilst re-filling the water tank on a potentially hourly basis.

Mechanical Removal

A pedestrian operated; self-propelled machine will be hired with a weed brush attachment. This will brush weeds from the pavement surface at surface level. Footpath closures may need to be in effect for public safety whilst this takes place due to the size of the machine and potential for flying objects. Due to the size of the machine, it will not be possible for it to reach into gullies where parked cars are present against the curb. So, there may need to be parking suspensions in operation, or the method can be integrated with other methods for hard-to-reach areas. Arisings will require removal from site and disposal to a suitable green waste transfer facility.

Burning

The “RIPAGREEN” system, is a high velocity heating system powered by propane combustion. The plant leaf needs only to be briefly exposed to a high temperature to cause terminal damage making this a faster process than foam or mechanical removal. Using the “mobility kit,” a 5kg propane bottle is held in a backpack worn by the operative and should last up to 2 hours at a cost of £35 per cannister. In a 6-hour working shift, therefore, one operative should use 3 cannisters at a cost of £105 per day.

Integrated

The manufacturer / distributor of both the sweeping machine and the weed burner have advised that their products for mechanical removal and weed burning should form part of an integrated weed management strategy and should not be used in isolation when compared with synthetic pesticides. The council currently only undertake one visit to each area annually and so whilst these methods should still be trialed in isolation for fair comparison, the integrated approach should also be trialed with a mechanical sweep of young weeds/detritus taking place in early March with a follow up burn in tandem the remaining trials in late May. We will need to add in additional monitoring to judge the level of weed growth observed prior to the May trials to ascertain whether the early sweep has significantly impacted the level of growth.

Electricity

We explored the option of “ROOTWAVE” to treat weeds using electricity. The methodology is like using foam, with a vehicle mounted generator attached to a handheld lance. Unfortunately, the ROOTWAVE system is not currently available to hire, and the purchase cost is approximately £18,000.00. Therefore, ROOTWAVE have been approached with an enquiry as to the possibility of a paid demonstration of the system. ROOTWAVE were unfortunately not eager to engage in a demonstration of their equipment. They explained that the system would be unsuitable in a highways scenario as it requires a grounding rod to be secured in soft earth to function. The machine then has a limited working area from this grounding rod.

Methodology and Evaluation:

Having experienced requests from members of the public and local councilors during the 2021 weed control season to explore moving away from chemical methods in Petersfield in particular, a decision has been made that the trials should be conducted in Petersfield in 2022. The weed treatment which is annually commissioned by HCC usually runs from 1st May – 31st August, and the trial should be conducted during this period when weed growth is at its most significant, but with due time to monitor the results thereafter. Therefore, the trials will be conducted in Petersfield, week commencing 23rd May 2022. The exception to this will be the early sweep for the integrated approach.

Suitable, similarly sized areas have been identified in Petersfield Causeway Ward, Petersfield Heath Ward, Petersfield Bells Hill Ward, and Petersfield Rother Ward. These three wards have been split into 7 “sub-wards” in order to facilitate the 7 alternative methods. The sub-wards are attached to this document (pg. 16-19).*

**Originally 9 wards were allocated but areas 8 and 9 were later removed due to ROOTWAVE and pelargonic acid being non-viable*

The intention of the trial is to complete the weed control within the sub-wards on all pedestrian footways, kerbs, channels, traffic islands, roundabouts and remote footways using the proposed alternative method assigned to that sub-ward.

As some methods will undoubtedly incur more labour than others, and due to the usual weed control programme being paused whilst the trials are conducted, the time allowance will be capped at 5 days. Therefore, all trials will be due to end on close of business, Friday 27th May 2022 regardless of whether the allocated sub ward has been completed. In the event of loss of time due to inclement weather during the week, the trials will be extended into the following week.

We will then be able to evaluate the area covered in the given time and, using the data collected during the period, we can then calculate average outputs in terms of area covered per operative

per day. This can be compared with the other methods to ascertain the most labour efficient method of control.

In addition to the above, we will also evaluate the cost of all consumable items i.e., foam additive, gas, acetic acid etc. against the area covered on a per time and on a per distance basis.

Once the labour and consumable cost is known, the cost per KM of footway covered can be calculated for each method.

It is believed that pedestrian management will need to be in place for some of the trials; the mechanical removal, burning and foam methods. Any additional costs associated with provision for pedestrian management where deemed necessary will be in addition into the final evaluated costs.

Traffic management will need to be in place for some of the trials where the equipment is permanently fixed to a vehicle i.e. foam. The costs associated with this will be in addition to the final evaluated costs.

Prior to the trials, we will audit the wards to judge levels of weed growth when compared to the integrated approach which will have benefitted from a mechanical sweep in March.

Once the trials have concluded, we will begin monitoring the effectiveness by way of conducting 8 lots of weekly audits, starting on Friday 3rd June 2022. Initially we will be looking at how well the weeds in each of the 7 areas have been controlled on a short-term basis. After these 8 weekly audits have been conducted, we will then conduct audits on a fortnightly basis until 31st October 2022. The purpose of the longer-term audits is to observe the levels of regrowth in the trial areas.

Audits will use the DEFRA scale which can be found in the “Best Practice Guidance Notes for Integrated and Non-chemical Amenity Hard Surface Weed Control (withdrawn).” Roads will be graded as per the tables and images below:

Fig. 3 [Weediness Scale: Slabs – Table]

Criteria			Score	Level	Description
Height (mm)	Width (mm)	Joint coverage (%)			
<10	<50	<10	<3	1	No noticeable weeds
10-50	50-100	0-20	4-6	2	Occasional small weeds
50-100	100-150	20-30	7-9	3	Patchy weed growth with some flowering weeds
100-150	150-200	30-40	10-12	4	Numerous weeds, many flowering, view annoys or irritates public
150-200	200-300	40-50	13-15	5	Numerous large weeds, risk to slip or trip
>200	>300	>50	16-18	6	Numerous large weeds, many tall and flowering, causing obstruction

Fig. 4 [Weediness Scale: Slabs – Images]



Fig. 5 [Weediness Scale: Asphalt – Table]

Weediness scale for asphalt:		Score	Level	Description
Height (mm)	Weed diameter or length (mm)			
<10	<50	2	1	No noticeable weeds
10-75	50-100	3-4	2	Occasional small weeds
75-150	100-150	5-6	3	Patchy weed growth with some flowering weeds
150-200	150-200	7-8	4	Numerous weeds, many flowering, view annoys or irritates public
200-300	200-300	9-10	5	Numerous large weeds, risk to slip or trip
>300	>300	11-12	6	Numerous large weeds, many tall and flowering, causing obstruction

Fig. 6a [Weediness Scale: Asphalt – Images]



Fig. 6b [Weediness Scale: Asphalt – Images]



Reporting and Data Collection:

Data from weed control and other works on the network is currently recorded on the map16 GIS mapping system. For the purposes of the trial a new dashboard will be created within the system showing only the 7 trial areas. Records of work completed will be stored on this system, and a form will be added for collection of data during the audits including the grading applied and supporting photographic evidence to support the grading. Data can then be pulled from the system and analysed so that we can evaluate how the grading changes over time after treatment.

Expected Evaluation Results:

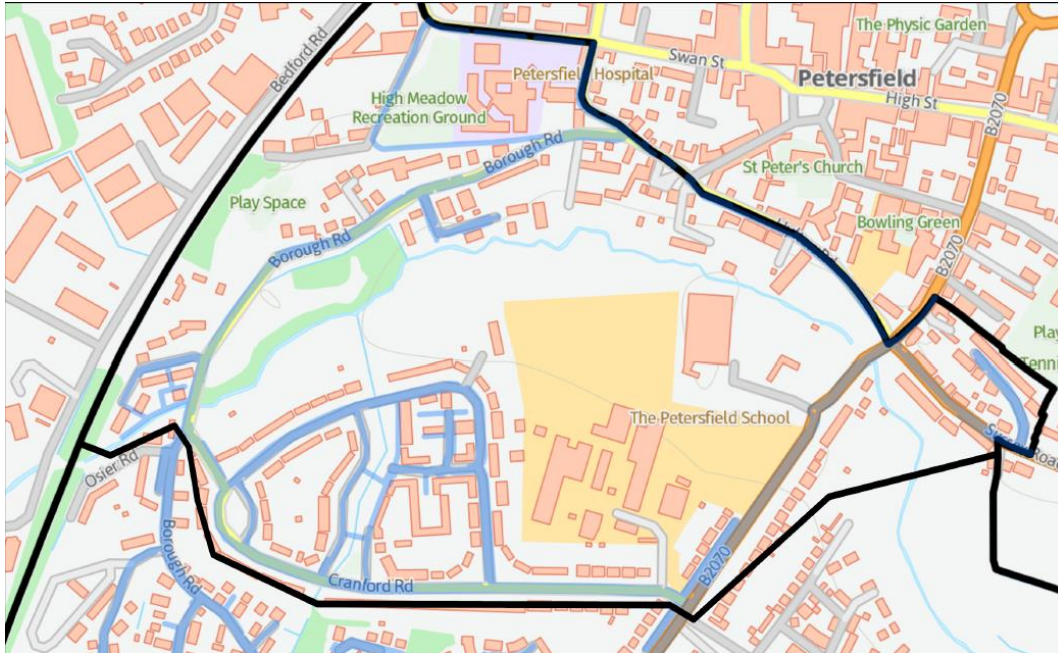
By the end of 2022, an evaluation report will be added to this document detailing the following measures from the trial:

- i. The average output from each method calculated using formula:
$$(\text{time spent} / \text{kilometers covered} = \text{time to cover 1km}),$$
- ii. The cost of consumable items required for the method calculated using formula:
$$(\text{cost of consumables} / \text{kilometers covered} = \text{cost of consumable items to cover 1km}),$$
- iii. The overall cost of the method per kilometer using a benchmark labour cost and applied as follows:
$$(\text{cost of consumables per km} + \text{labour cost per km} = \text{cost to cover 1km}),$$
- iv. The short-term effectiveness of each method using the grading methods detailed above,
- v. The levels of regrowth observed across all areas and whether they are acceptable,
- vi. Any Environmental and Safety related benefits or concerns that might present themselves during the trials,
- vii. Any operational limitations experienced during the trials,
- viii. Any public feedback from the trial including level of complaints regarding excessive weed growth.

Cell Maps:

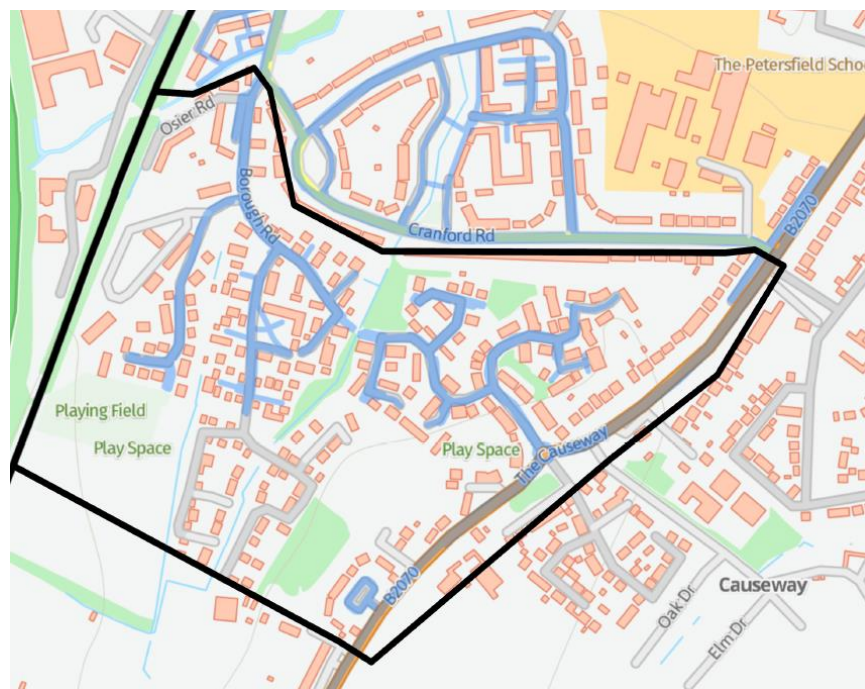
Trial Area 1 – Integrated Approach

[Fig. 7]



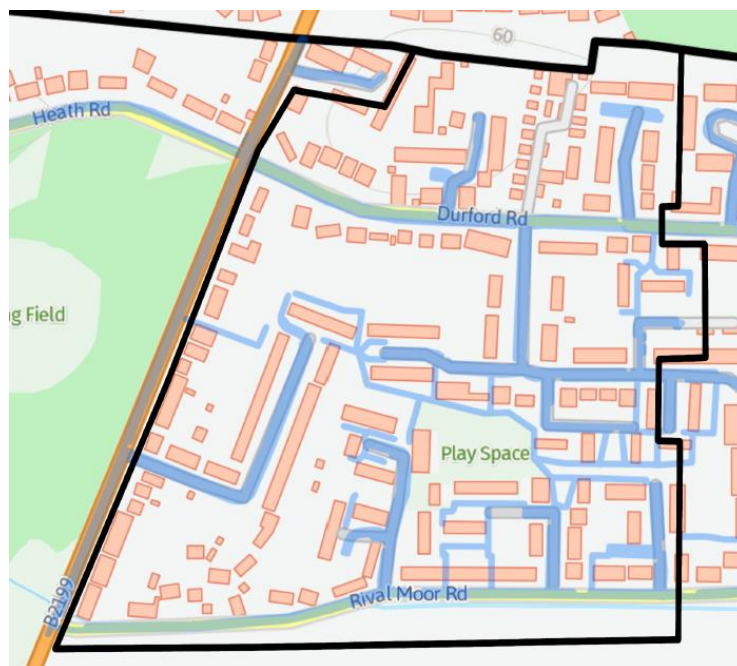
Trial Area 2 – Weed Burn Only

[Fig. 8]



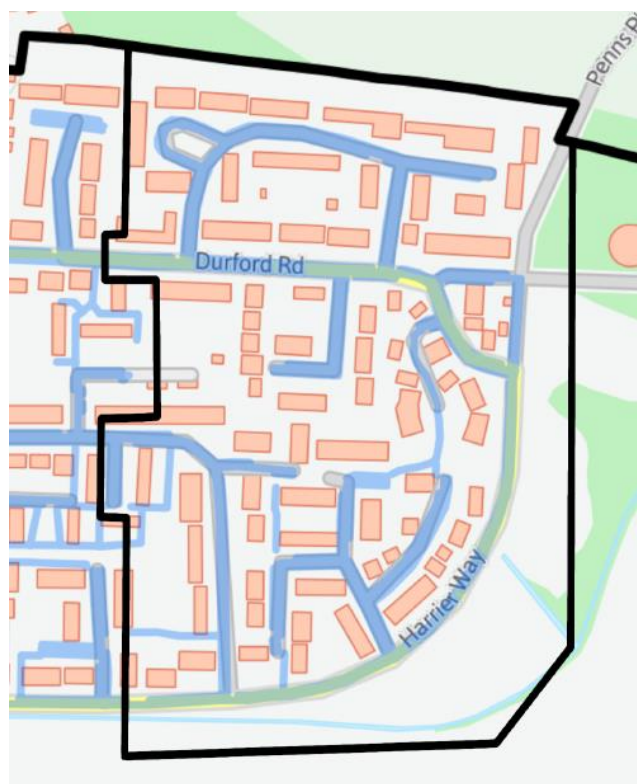
Trial Area 3 – Sweep Only

[Fig. 9]



Trial Area 4 - Glyphosate

[Fig. 10]



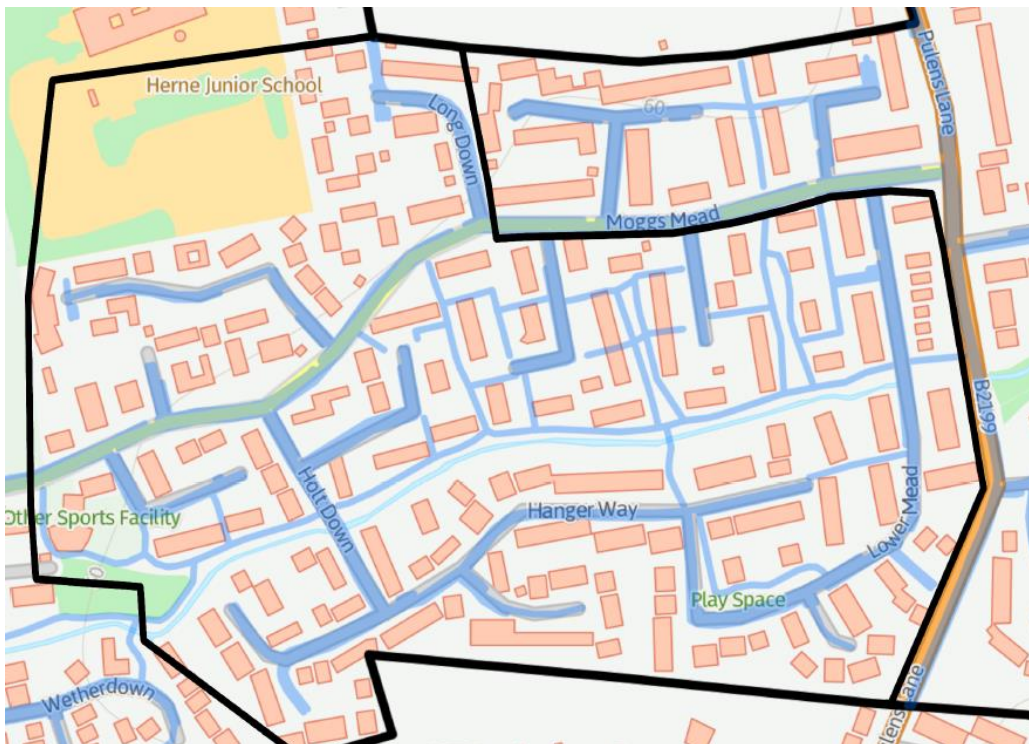
Trial Area 5 – Acetic Acid

[Fig. 11]



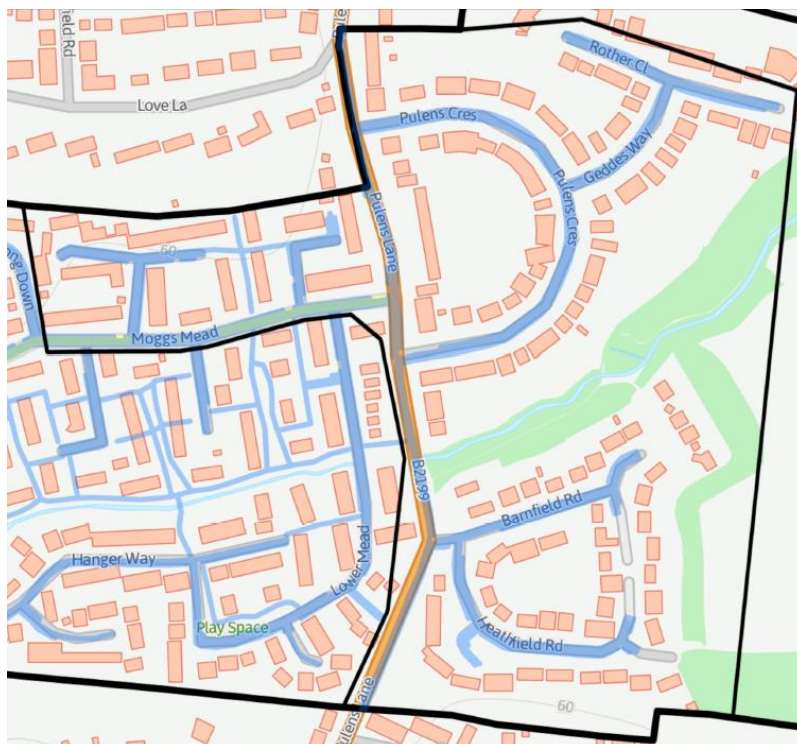
Trial Area 6 – Hot Foam

[Fig. 12]



Trial Area 7 - Control

[Fig. 13]



The Trials:

Area 1 – Integrated Approach

This trial area was slightly larger than the others, totaling a linear km of footway of approximately 7.49km. The initial sweep was delayed slightly from the optimum timeframe as advised by the supplier in March/April but went ahead w/c Tuesday 3rd May. The follow-up weed burn went ahead as planned w/c 23rd May.

The operatives found that the machine was easy to use, but due to the positioning of the brush head, it was limited as to the areas into which it could reach. They were unable to maneuver the machine up close to corner sections, and around street furniture (fig. 14b-14d) and in kerbs where cars were parked. However, where they had a linear run with few obstacles, the machine worked well. One operative reported that the positioning of the trigger handle made the machine uncomfortable to use for prolonged periods, and this would need to be addressed for future implementations due to the risk of strain injury. Operatives addressed this on site by taking turns and swapping between operating the machine and clearing the waste. The machine used approximately 8 litres of fuel at a total cost of £12.80. The team took 71 operational hours to complete the sweep and clear the waste. The overall waste disposal cost was combined between

this operation and area 3 later in the month and totaled £230.00. Therefore £115.00 will be attributed to the integrated approach.

Due to the nature of operating the machine in the carriageway to sweep the kerbs with a pedestrian operative, this methodology does require traffic management to be in place under NRSWA for the protection of staff. Provision for traffic management is not included in the 71-hour figure above.

The follow up weed burn was then conducted w/c 23rd May as planned. Due to most of the mature weed growth having been previously removed, the growth observed at the time of the burn was small and succulent. This meant that the burn could be conducted safely and effectively and small weeds could be seen wilting as the team progressed. The team were limited, in a similar vein to the sweep, in that they could not access kerb lines where there were parked cars, for fear of the heat having a detrimental effect on private property. They had to be aware of ADSL cables and plastic boxes on garden walls that would easily melt from the heat, and were wary of litter, detritus and fly tipping which could catch alight. Overall, the burn on Area 1 was completed in 20 operational hours and used 8 x 5kg cannisters of propane gas at a cost of £280.00. Pedestrian marshals were also in place to warn and divert members of the public, and this is not included in the operational hours figure above, or costs below.

Total operational hours for method: 91

Total area covered: 7.49km

Total cost of consumables (Waste, Propane, Fuel): £407.80

Fig. 14 [a, b, c, d]

Fig. 14a

Weed brush in action



Fig. 14b

Limitation - Outer extremities of machine hitting wall and obstructing operation



Fig. 14c

Limitation - Parked car obstructing both kerb and footpath



Fig. 14d

Limitation - Street furniture around which brushes can't reach



Area 2 – Weed Burn Only

The team found the RIPAGREEN weed burners comfortable to use and covered ground quickly. The propane canisters lasted approximately 2 hours. Area 2 had not been previously swept and so weed growth was much more prevalent in this area at the time of treatment and there was also a lot more detritus such as leaf litter built up in the kerbs. The team had covered 3.93 kilometers in 22 hours using 9 propane cannisters weighing 5 kilograms each*, until management representatives from Milestone Infrastructure and Charlton Environmental visited the site to view the equipment in action. Management observed detritus beginning to catch alight and were not satisfied that this could be continued safely with the level of detritus observed. Therefore, the operation was ended at this point on QHSE grounds as a positive intervention. Figures 15c and 15d below demonstrate the dangers of this scenario. Furthermore, later in the year the country experienced a significant dry spell and drought conditions with many weed grasses drying out completely and leading to further build-up of tinder-like detritus. It is anticipated that given the conditions experienced in July/August 2022, this would be a non-viable approach due to significant safety risk.

**This was comparably slower with more usage per km than the area 1 burn because of the more prevalent weed growth*

Total operational hours for method: 22

Total area covered: 3.93km

Total cost of consumables (propane): £315.00

Fig. 15 [a, b, c, d]

Fig. 15a

RIPAGREEN weed burner



Fig. 15b

Propane Cannister



Fig. 15c

Detritus catching alight

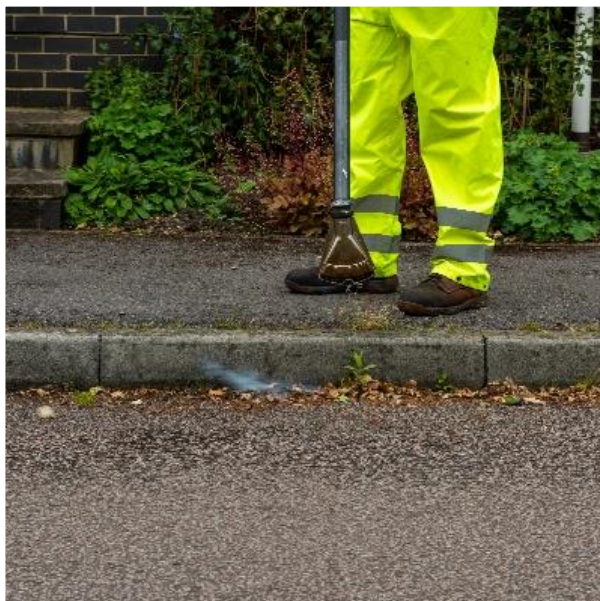


Fig. 15d

Detritus catching alight



Area 3 – Sweep only

Similar to the initial sweep conducted on area 1, the team found the machine easy to use where there were linear unobstructed pavements, but the maneuverability around street furniture and parked cars led to a less than desirable result and operator fatigue. These can be seen in the photographs below. The team covered 4.96km in a total of 48 operational hours, which is consistent with outputs achieved in area 1. However, on this occasion they wore out the brush heads on the machine, which had to be replaced at a cost of £80.00. Fuel cost was for the area was £9.60.

Total operational hours for method: 48

Total area covered: 4.96km

Total consumable cost (Brush Heads, Fuel, Waste): £204.60

Fig. 16 [a, b, c, d]

Fig. 16a

Effective removal of detritus on straight runs



Fig. 16b

Effective removal of detritus



Fig. 16c

Limitation - Team were wary of damaging cable running up a wall



Fig. 16d

Limitation - Unable to sweep effectively around street furniture



Area 4 – Glyphosate

Controlled Droplet Applicators (CDA) were used to apply glyphosate in area 4 in the exact same manner as is currently used across the Hampshire Highways network. One pedestrian operative was deployed to area 4 which totaled 4.66km and completed the area in 3 operational hours using 2 litres of glyphosate concentrate at a cost of £20.32.

As this is a pedestrian operation and the operative could walk along the footpaths, alleyways and verges without stepping into the carriageway, there was no need for traffic management, and very few obstructions resulting in enhanced overall coverage when compared to some of the other trial methods. The product used carries no COSHH warning symbols on the label and is therefore deemed 'non-hazardous'.

Total operational hours for method: 3

Total area covered: 4.66km

Total consumable cost: £20.32

Fig. 17 [a, b]

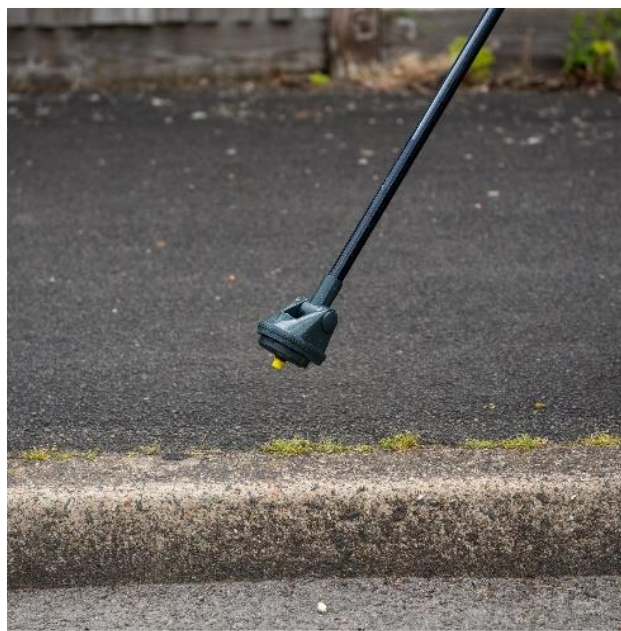
Fig. 17a

CDA applicator reaching into kerbs
despite parked cars



Fig. 17b

CDA applicator



Area 5 – Acetic Acid

“New Way Weed Spray” was applied as a spray application via a Cooper Peglar CP15-2000 series knapsack sprayer.

This product carries the COSHH warning symbol, “corrosive” and historically stated on the label “Dangerous to bees. To protect bees and pollinating insects do not apply to crop plants when in flower. Do not use where bees are actively foraging. Do not apply when flowering weeds are present.” This has now been updated on the latest label version to “Risk to non-target insects or other arthropods”

Operatives reported that the product is highly unpleasant to use due to the overwhelming odor, and therefore requires the use of a respirator in addition to the standard PPE required by the product label.

The team covered 5.57 km in 16 operational hours and used 25 liters of product at a cost of £172.50.

Total operational hours for method: 16

Total area covered: 5.57km

Total consumable cost: £172.50

Area 6 – Hot Foam

On day one of using the foam machine the team attended a training course on how to set up and use the equipment safely. The machine had to be loaded on to a drop side vehicle capable of taking the weight of the machine (400kg + 780L of water + consumables, fuel, and crew).

Once on site the foam machine’s diesel generator is started and takes a few minutes to reach temperature. The machine remains on the vehicle and in the carriageway, and therefore requires Traffic Management to be in place, and would need consideration to areas with restricted hours working. Once the diesel boiler is up to temperature, operatives start the petrol pump to bring the foam through to the hand lance.

The working hose length gives 50 meters of working area from the machine. One operative is required to operate the machine, and another operative is required to be responsible for the vehicle and guiding the hose around obstacles/obstructions. Heat resistant gloves must be worn as the hose becomes extremely hot. Once the team have treated the reachable areas within 50 meters, they must pack away the hose and move the vehicle along the carriageway to access the next section of footpath.

The 780L water tank when full gives approximately 65 minutes of working time until empty. This meant that for every 65 minutes of operation, the team had to turn off and re-store the equipment and return to Petersfield depot to re-fill the water. This round trip cost the team 40 minutes each

time, approximately 3 times per shift. Fortunately, Petersfield depot is local to where the trials were being conducted, but this would need consideration if rolling out to the wider network. Perhaps with hydrant permits in place, this process could be alleviated slightly.

Overall, the team enjoyed using the equipment, but only covered 2.12 kilometers during their 31 operational hours on site due to the operational inefficiencies with water and having to move the vehicle regularly.

The team were supplied with 25kg of foam additive, which they used entirely, at a cost of £150.00. They used 10 liters of diesel at a cost of £17.00 and 5 liters of petrol at a cost of £8*. In addition, they used over 7000 liters of clean water.

**These fuel figures do not include fuel for the vehicle*

Total operational hours for method: 31

Total area covered: 2.12 km

Total cost of consumables (Fuel, Foam Additive): £175.00

Fig. 18 [a, b, c, d]

Fig. 18a

Foam machine in action



Fig. 18b

Foam Lance



Fig. 18c

Operatives using Foam



Fig. 18d

Foam Machine



Area 7

Area 7 was left as a control area and audited in line with areas 1-6 to see the effects of doing nothing.

Areas 8 & 9

Areas 8 + 9 were originally allocated but later removed from the trials due to the non-viability of ROOTWAVE and Pelargonic Acid.

Audits:

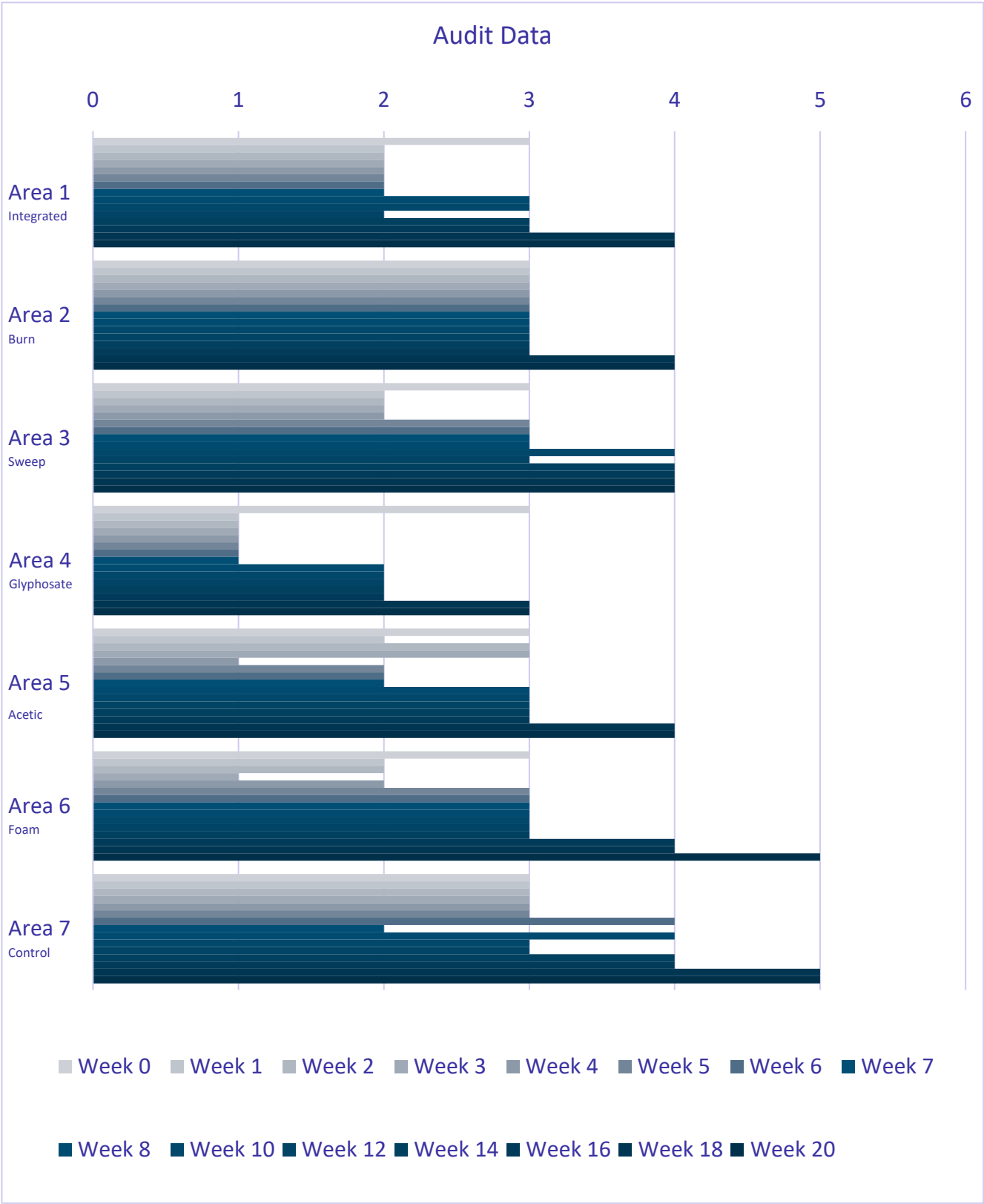
An initial audit was conducted on the first day of the trials (23rd May 2022), at which point all areas were deemed to be at DEFRA level 3. For the integrated approach, the initial audit was conducted on Day 1 of the sweep, and was also deemed DEFRA level 3. This was therefore used at the baseline starting point for monitoring.

Monitoring audits then commenced 1 week following the end of the trials and were conducted once per week thereafter for the first 8 weeks. The purpose of these initial 8 audits was to ascertain the overall short-term effectiveness of each method.

After the 8 initial weekly audits had been conducted, audits changed to fortnightly until the end of October. The purpose of these audits was to ascertain the long-term effectiveness and monitor levels of regrowth in each area.

The data collected is displayed and analysed below.

Fig. 19 [Audit Data]



Area 1 – Integrated Method

The integrated method controlled weeds very well where access could be gained for the sweeping machines, and if full access could have been gained across the area i.e., parking restrictions put in place, then the DEFRA rating could have been further reduced in the short term. The reason that the early audits were only given a rating of 2 and not lower, is because a lot of weed growth remained in difficult access areas, primarily where cars were parked abutting the kerb lines and close to street furniture / obstacles. The lack of detritus in the medium term, due to being removed by the sweep, vastly reduced the seed bed in the area, and therefore the level 2 rating remained in place for 8-10 weeks before re-growth took hold.

Fig. 20 [a, b, c, d]

Fig. 20a

Week 1



Fig. 20b

Week 5



Fig. 20c

Week 10



Fig. 20d

Week 20



Area 2 – Weed burner

Up to the point of being stopped on safety grounds, the weed burners used as a stand-alone method gave mixed results. They worked well on small succulent annual weeds and grasses but had limited effects on established perennials. Over the course of the audits, it became apparent that some larger perennial weeds which initially appeared to have been controlled, had come back to life, either resprouting from the base of the plant (i.e., roots had not been controlled), or even in one case a willowherb had re-grown from the burned and apparent dead matter (fig. 21f). The new growth, however, did seem stunted and not as vigorous as previous growth. This led initially to no significant drop in level of weediness, but re-growth was marginally slower to return than in the control area.

Fig. 21 [a, b, c, d, e, f]

Fig. 21a

Week 1



Fig. 21b

Week 5

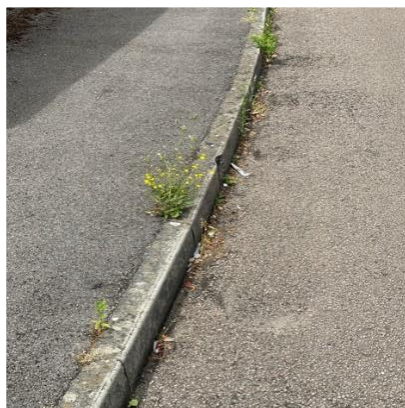


Fig. 21c

Week 10



Fig. 21d

Week 20



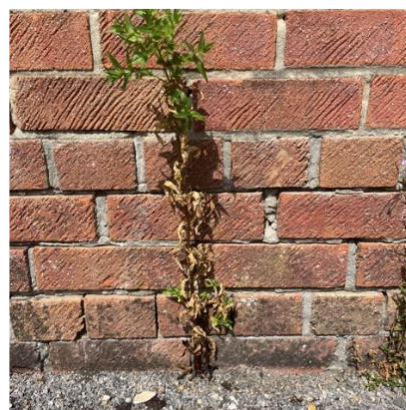
Fig. 21e

Week 1- Established buddleia not fully controlled



Fig. 21f

Week 3- Willowherb regrowing from burned stem



Area 3 – Sweep only

Much like the integrated method, the sweep gave a high level of control where access could be gained, however parked cars obstructed access to kerb lines and it was not possible to maneuver around some street furniture / obstacles. The audit data shows that there was a significant drop in weediness where the sweep was conducted successfully, however regrowth came back significantly faster than in the integrated method. This is because there was no follow up burn, and so the areas that the sweep could not reach were subsequently not controlled at all, leaving the small annual growth present at the time of the trials to go on to fully establish.

Fig. 22 [a, b, c, d]

Fig. 22a

Week 1



Fig. 22b

Week 5

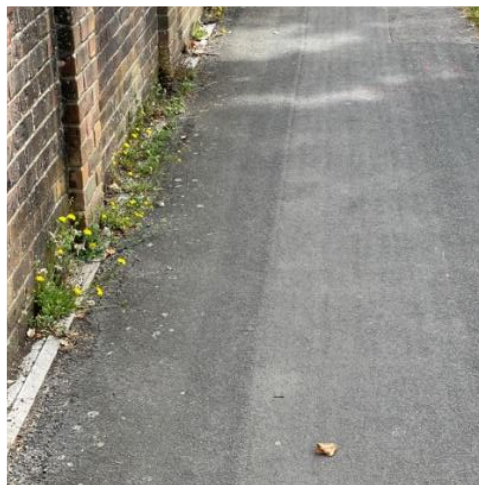


Fig. 22c

Week 10



Fig. 22d

Week 20



Area 4 – Glyphosate

Glyphosate overall gave the best short and long-term control of both annual and perennial growth. Around street furniture and in kerb lines were controlled effectively due to the maneuverability of the applicator and because this product is translocated within the plants to control the roots, weeds did not come back to life.

Regrowth occurred in line with the other areas, however as there were no uncontrolled areas i.e., no areas that couldn't be accessed or missed weeds. This area remained much tidier and scored much lower on the DEFRA scale throughout.

Fig. 23 [a, b, c, d]

Fig. 23a

Week 1



Fig. 23b

Week 5



Fig. 23c

Week 10



Fig. 23d

Week 20



Area 5 – Acetic Acid

Initially, acetic acid gave a similar level of control to that of the weed burn with varying and mixed results. Small annual weeds and succulent grasses died back, but more established perennial growth was largely unaffected by the treatment. In some cases, again, drawing similarities to the weed burners, larger established weeds were seen to re-grow from the seemingly dead matter, showing that the acetic acid did have some effect, but not enough to fully control the weed.

This led to some anomalies in the data collected, as areas with predominantly grass weeds were successfully controlled: On week 4, we can see the auditor gave a DEFRA rating of 1 (fig. 24f) whereas on week 3, prior to this, the auditor found an area of lesser trefoil which had not been controlled at all and graded the area as a 3. Extrapolating, it seems that the acetic acid provided patchy results, controlling grass weeds effectively, but not performing so well on broad leaved weeds, and particularly established broad-leaved perennials.

Fig. 24 [a, b, c, d, e, f]

Fig. 24a
Week 1

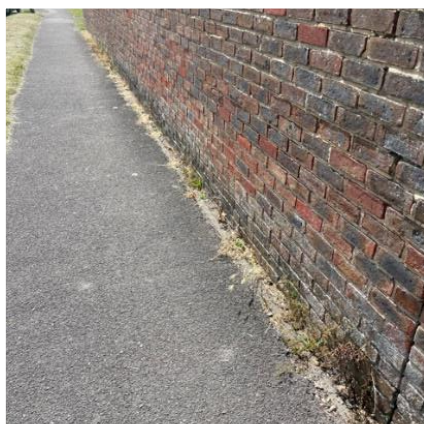


Fig. 24b
Week 5



Fig. 24c
Week 10



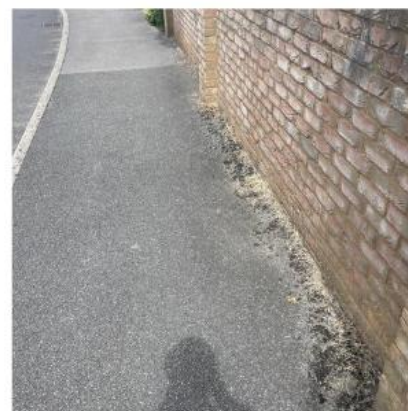
Fig. 24d
Week 20



Fig. 24e
Week 3 – Perennial weeds
not fully controlled



Fig. 24f
Week 4 – Audit anomaly



Area 6 – Hot Foam

Results from this method could be observed almost instantaneously by the team applying the foam, who reported that they could see broad leaves weeds wilting on site after an hour or two post treatment. Initial audits supported this with the level of control observed on successfully treated areas was one of the best in the trial.

The limitations on maneuverability of the equipment, however, meant that the method overall scored a DEFRA rating of 2 on the initial audits rather than 1, due to inaccessible areas being missed i.e., around parked cars.

Later audits revealed that regrowth in this area seemed to be occurring at a more rapid rate than in other areas, ending ultimately in line with the control area which was left completely untreated. It is evident from analysis of the audits, that most weeds treated with this method completely recovered, meaning that by the end of the season, no significant improvement had been gained by using the method.

Fig. 25 [a, b, c, d]

Fig. 25a

Week 1



Fig. 25b

Week 5



Fig. 25c

Week 10



Fig. 25d

Week 20



Area 7 – Control

The control area was audited in line with the trial areas to ascertain a benchmark level of weediness throughout the audits. In using this benchmark, we can see that all methods used had at least some effect on the level of weed growth, whether in the short or longer term. We can also see how level and species of weed growth changed over time and analyse any effects of “doing nothing.”

Fig. 26 [a, b, c, d]

Fig. 26a

Week 1



Fig. 26b

Week 5



Fig. 26c

Week 10



Fig. 26d

Week 20



Outputs:

By using the following formula, we can determine the output per hour for each of the methods:

$$[\text{Distance Covered (Km)} / \text{Time (Operational Hours)}] = \text{Output Per Hour (Km)}.$$

We can also calculate the time required to cover one kilometer of footpath using the following formula:

$$[\text{Time (Operational Hours)} / \text{Distance Covered (Km)}] = \text{Time Taken to Complete 1Km}].$$

These outputs are displayed in the charts below:

Fig. 27 [Aggregate of Data – Distance & Time]

Area	Trial Method	Distance Covered (Km)	Time (Operative Hours)	Distance Per Hour (Km/H)
Area 1	Integrated	7.49	91	0.082
Area 2	Weed Burner	3.93	22	0.179
Area 3	Mechanical Sweep	4.96	48	0.103
Area 4	Glyphosate Herbicide	4.66	3	1.553
Area 5	Acetic Acid	5.57	16	0.348
Area 6	Hot Foam	2.12	31	0.068

Fig. 28 [Each Method in km/h]

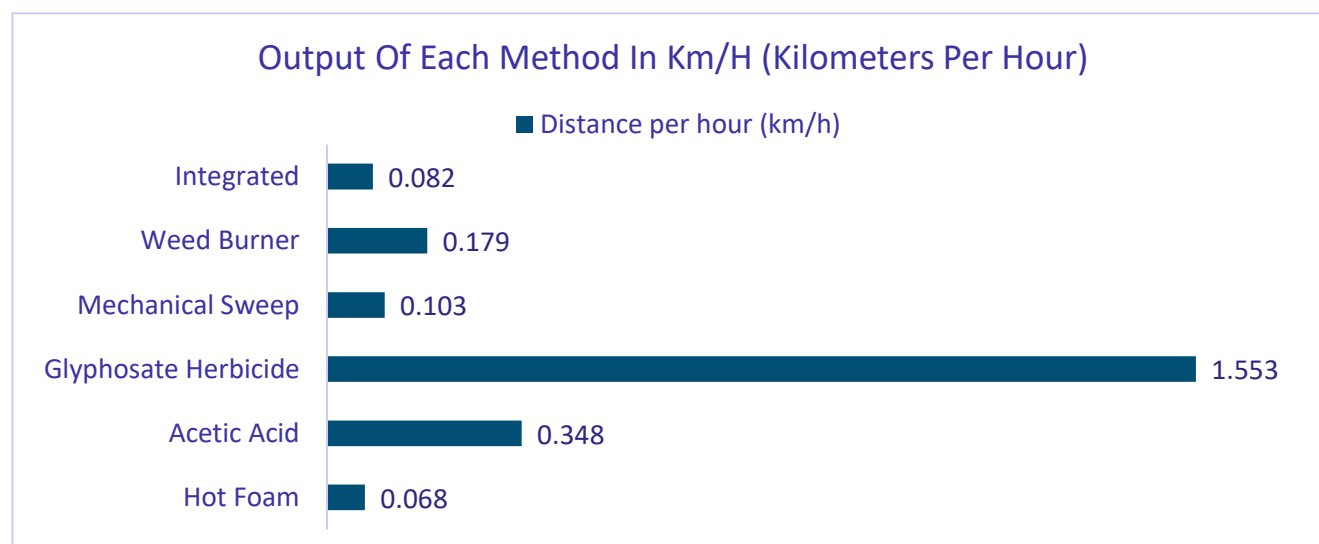
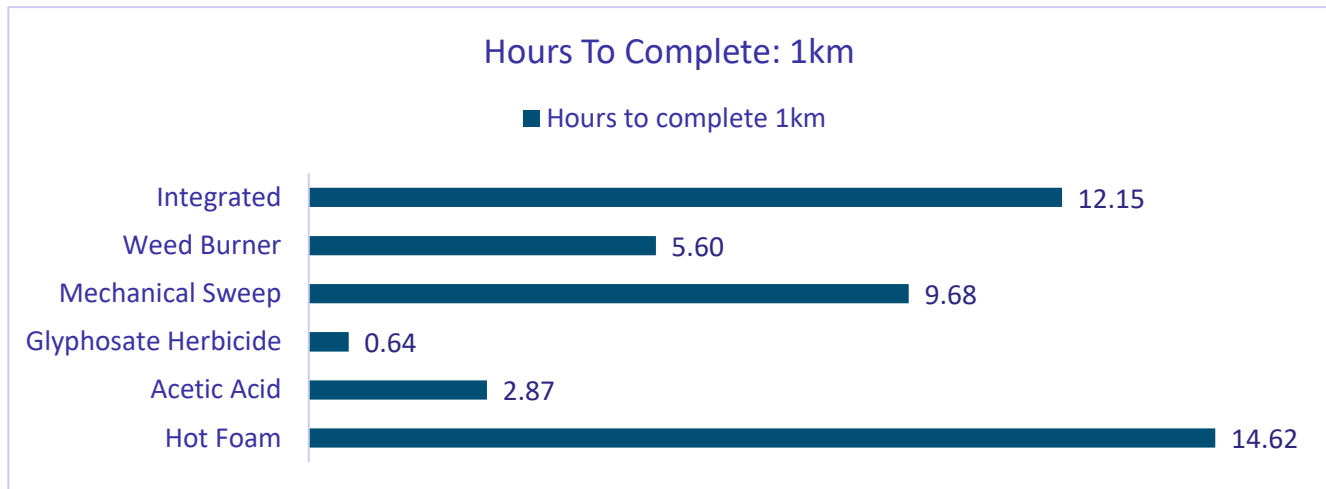
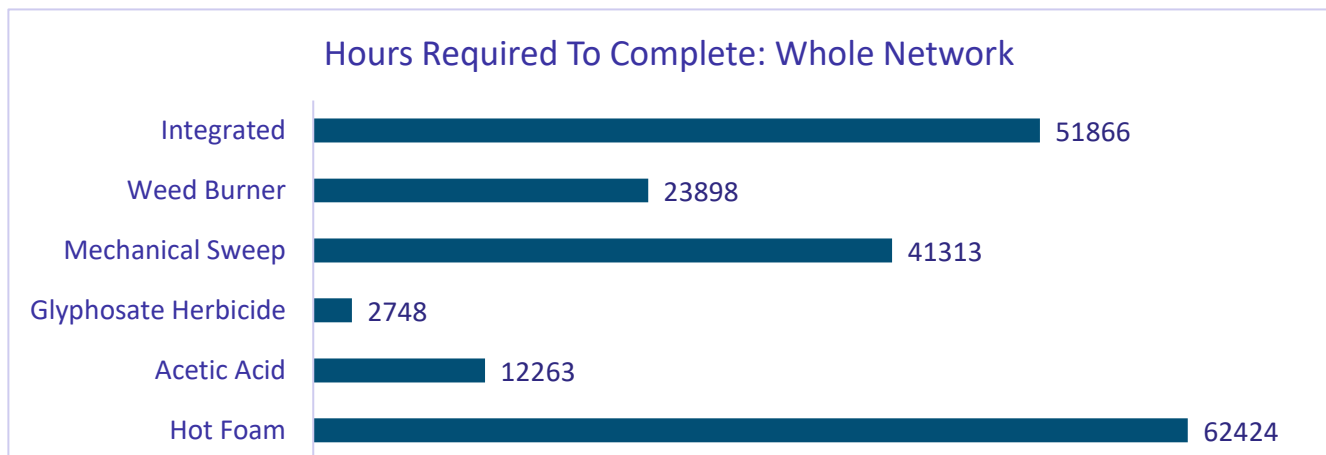


Fig. 29 [Each Method in “Hours To Complete: 1km”]



Drawing from the above output data, by simply multiplying the hours required per km, by the total highways’ asset requiring treatment, we can ascertain how many operational hours would be required to complete the Hampshire Highways network as per the current contract including Winchester, Test Valley, Fareham, East Hampshire and Rushmoor. These total to 4269Km of footway to treat annually. These values are displayed below:

Fig. 30 [Each Method in “Hours To Complete: Whole Network”]



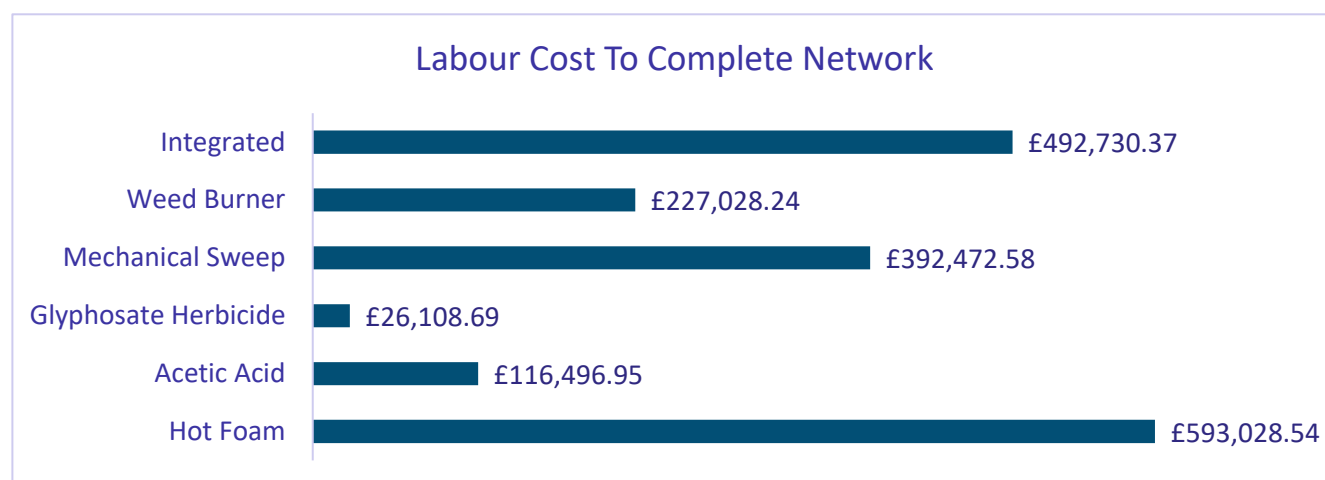
Costs:

Labour Costs

For the purpose of this exercise, we will apply the national living wage as the benchmark labour cost, which when multiplied with the required hours above, will give us a comparable labour cost to complete the network. Further below we will then calculate and add in the consumable cost per

Km, which will give us an overall cost for comparison to complete the 4269Km of highway network per each method. The national living wage at the time of writing is £9.50 per hour.

Fig. 31 [Labour Cost To Complete Network]



Cost of consumables

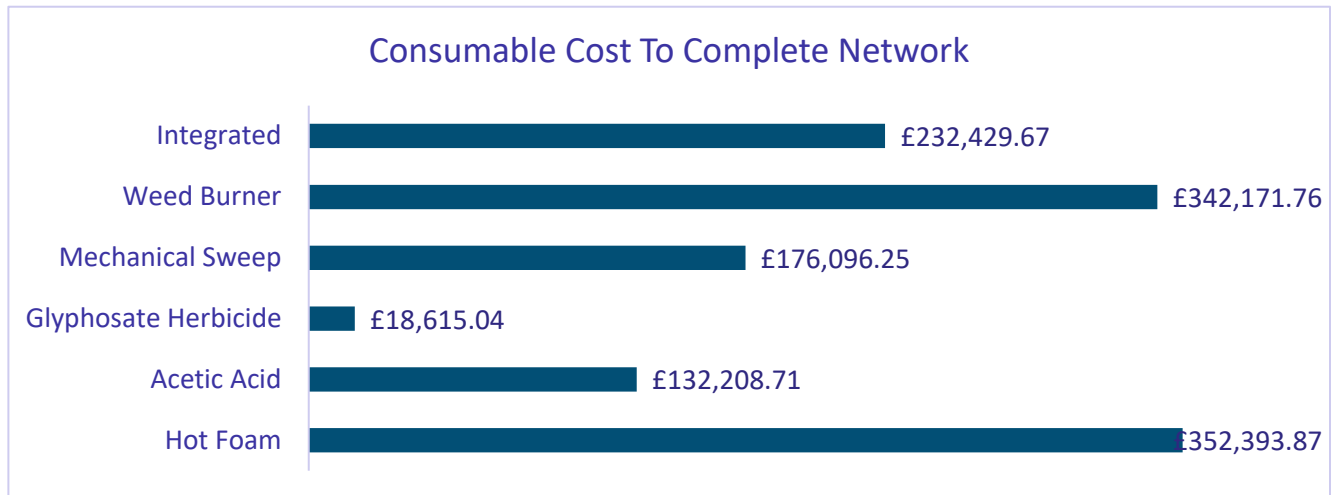
To calculate the cost of consumables for the entire network, the following formula has been used:

$$[\text{Cost Of Consumable Items} / \text{Km Covered During Trial} \times 4269\text{Km}]$$

Fig. 32 [Aggregate of Data: Costs]

Area	Trial Method	Distance Covered	Cost Of Consumables	Consumable Cost Per Km	Consumable Cost For Whole Network
Area 1	Integrated	7.49	407.8	£54.45	£232,429.67
Area 2	Weed Burner	3.93	315	£80.15	£342,171.76
Area 3	Mechanical Sweep	4.96	204.6	£41.25	£176,096.25
Area 4	Glyphosate Herbicide	4.66	20.32	£4.36	£18,615.04
Area 5	Acetic Acid	5.57	172.5	£30.97	£132,208.71
Area 6	Hot Foam	2.12	175	£82.55	£352,393.87
Area 7	Do Nothing	0	0	£0.00	£0.00

Fig. 33 [Consumable Cost To Complete Network]



Total Costs

By adding the above cost of consumables and the cost of labour together we can estimate the total cost of undertaking each of the methods per km, and on the entire Hampshire Highways network as a whole. It's important to note that these costs do not include any overheads such as vehicle costs, vehicle fuel, PPE, equipment, back-office support etc.

Fig 33. [Total Cost: 1km]

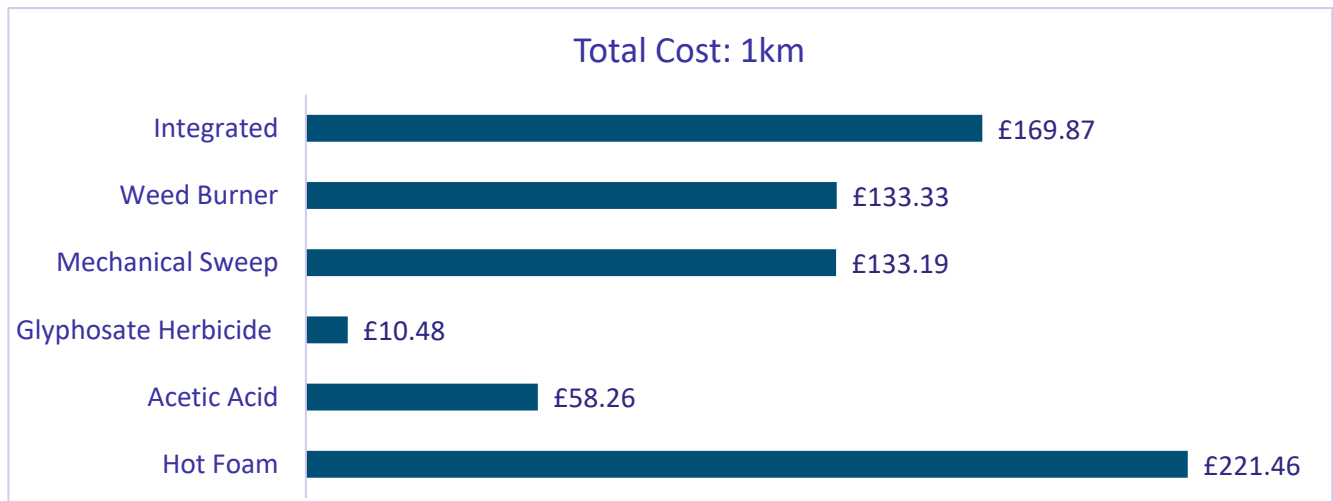
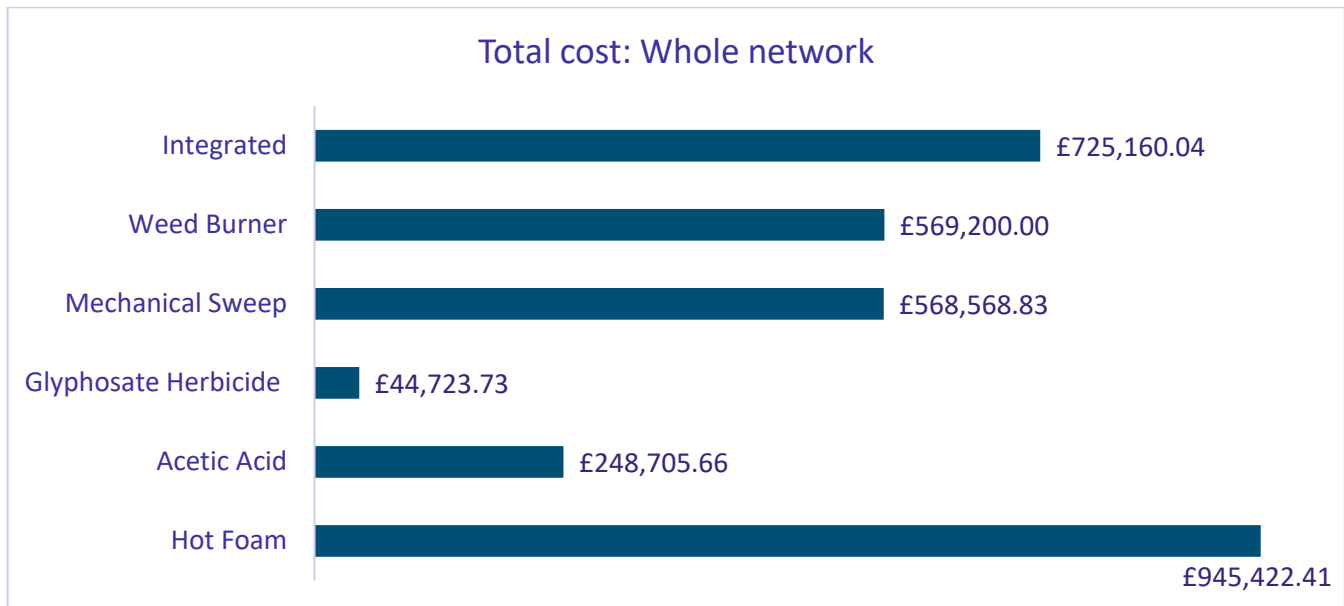


Fig 34. [Total Cost: Whole network]



Conclusions and Considerations:

Despite significant increases in glyphosate herbicide in 2022, this method was the most cost effective and gave the best overall long-term control of footpath weeds within the trial areas.

Acetic Acid remains approximately 5 times more expensive than glyphosate in terms of overall cost and is the next cost-effective method after glyphosate. However, this method did not give satisfactory control of all weed growth.

In both areas which were swept (integrated and mechanical sweep), we observed good long-term control of weeds through significantly reduced levels of regrowth where the machine was able to access due to the seed bed being removed.

Weed burners were deemed unsafe to use in this environment and so are a non-viable alternative.

Whilst the hot foam showed good short-term effects, it had little long-term effect, meaning that multiple visits would be required to give the same level of control. The manufacturer recommends 3 visits per year. However, due to the slow output of this method, this is also vastly more expensive.

With the concerns around weed burners raised within the trial, and the concerns surrounding glyphosate which are main purpose of the trial, an integrated approach combining a mechanical sweep and then a follow up glyphosate spray could give a significant overall reduction in pesticide use.

It is important to consider that the more labour-intensive methods will in turn accumulate greater cost of overheads. For example, the more shifts required to complete the network, the more

vehicles will be required, and more trips to site. In addition, more PPE, equipment, management, etc. will be needed.

Some methods, particularly the hot foam and mechanical sweeping, in addition to the above labour costs, will require traffic management to be in place due to the need to work within or partially block the carriageway whilst works are conducted.

The Sustainable Use Directive 2012 establishes a framework to achieve sustainable use of pesticides by reducing the risks and impacts of their use on human health and the environment. The directive promotes the reduction in requirement for pesticides as far as is reasonably practical with many methods potentially aiding in this. These methods can include building surfaces less susceptible to weed growth and ensuring joints are filled and sealed, public engagement and initiatives, regular street sweeping/cleaning to remove detritus and ensuring to coordinate this with any subsequent herbicide application. These methods should be considered in future planning across the highway network.

The council will determine from the above evaluation, which of the methods trialed meet the needs of their stakeholders and constituents. It may be determined that one method is suitable or remains suitable to treat the network, or another possibility is that certain areas could be targeted in future with alternative methods now that we have established and understand how these methods can be applied and their associated costs

Appendix:

- i. IARC Monographs:
<https://monographs.iarc.who.int/list-of-classifications>
- ii. Pesticide Action Network UK:
<https://www.pan-uk.org/glyphosate/>
- iii. Oxford Economics:
<https://www.oxfordeconomics.com/recent-releases/The-impact-of-a-glyphosate-ban-on-the-UK-economy>
- iv. Amenity glyphosate product label:
<https://www.environmentalscience.bayer.co.uk/-/media/prfuk/unitedkingdom/product-msds/monsanto-amenity-glyphosate-xl.ashx?la=en-gb>
- v. New Way Weed Spray:
<https://www.headlandamenity.com/new-way-weedspray-pesticide-5l>
- vi. Katoun Gold (Pelargonic Acid):

-
- <https://belchim.co.uk/products/katoun-gold/>
 - vii. Foamstream by Weedingtech
<https://www.weedingtech.com/weed-moss-control/>
 - viii. Kersten weed brushes:
<https://kerstenuk.com/all-products/weedo-ii>
 - ix. Kersten RIPAGREEN:
<https://kerstenuk.com/stock-items/wholegoods/miscellaneous-wholegoods/ripagreen-mobility-kit-with-thermal-lance-and-backpack-m0bui>
<https://kerstenuk.com/files/Ripagreen-Catalogue.pdf>
 - x. DEFRA best practice guidance (withdrawn):
<https://www.emr.ac.uk/wp-content/uploads/2015/03/BPWeeds2015web1.pdf>

Parish/T own/City	1. In your community, what additional impact on the highway have you seen in the last year in relation to weeds?	2. Do you have any evidence to show the impacts? If so please could you upload it here.	3. The reasons for introducing the policy change were two fold; to reduce the cost of this area of highways services and; to reduce the use of chemicals which are potentially harmful to nature. With this in mind what alternative proposals would you like us to consider to either better control weeds and/or deliver efficiencies in the way we manage highways overall whilst supporting nature and reducing carbon?	4. We recognise we need to improve our engagement with you. What proposals would you have that could help us improve our communication and engagement with you?	5. Are there ideas or proposals you have about how the county council can work with parish and district councils in the delivery of local services?
Parish	Too many growing in storm drains and covering kerb edgings		Path edgings need to be kept clear so that the edge is clearly definable.	Better communication to the residents	Communication via the comms champions so that residents are aware of what you are doing rather than it looking like you cant be bothered
Parish	Roadsides crumbling due to impact of weeds. Very tall weeds causing visibility issues on corners. Very shabby outlook within the Village. Tall weeds cause problems for the District Council road sweepers.		Weeds could be strimmed or burnt rather than weed killed. There are many weed killers that do not harm the environment that could also be used. Regular clearing of footpaths and rights of way must be maintained for residents amenity and health. This will result in even more problems with the roadsides and footpaths if the weeds are not cleared and will result in even more money needing to be spent by the County Council. It is a very false economy if you feel that this has "saved money" You could also provide grants to Parishes so that they can clear the weeds themselves similar to the grass cutting grants that you currently provide. Parishes could then choose what they want to do.	More online polls and surveys would be a start. A regular monthly bulletin should be given to the County Councillors so that they can accurately provide information to the Parishes at the monthly meetings. Better communication with the Highways Officer would also help. Quarterly highways meetings or updates could be organised which include the County Councillor and the Highways Officer so that the Parishes can report items directly and get accurate and timely responses back. The report it online tool does not work as responses are not received within 10 days as stipulated and some reports are not actioned at all.	More open and direct communication channels are needed with the staff that actually work within the County Council. A named communication officer would be great so that they can channel any queries within the Council if a named member of staff is not available. When staff leave it must be mandatory to put out of office emails for responses so that you are aware of the person leaving and are given an alternative contact. Who is responsible for rights of way and footpaths, Who is responsible for road repairs, Who is responsible for flooding, drains and gulleys, Who is responsible for overgrown trees and hedges etc. The list goes on. With reference to question 2 - Why did you wait until the weeds are almost gone before sending out this survey? Any photos submitted now do not show the damage caused when the weeds were in full growth.
Parish	none		no comment	none	no
Parish	All of the gutters in the village are full of weeds as are many of the kerbside drains. When we have heavy rain, large puddles form as the water can't drain away properly. We have had issues with flooding before and these will reoccur if we have a wet winter. Additionally, weeds have started to grow up through the numerous cracks in our pavements leading to a further deterioration in their already parlous state.		I think it is false economy to stop spraying kerbside weeds. The potential savings will, in all probability, be outweighed by the cost of repeated callouts to clear drains of weeds and flooding. I'm also not convinced that much wildlife exists in the gutters.	I think regular messages/newsletters to Parish councils would be very effective. There is an excellent system of passing on such information in this village.	I think the key words are 'work with'. Parish Councils have a unique knowledge of the needs and wants of their locale and many of them, certainly ours, already have systems in place to deliver said local services.
Parish	The crossroads, a focal point of the village which has flowerbeds maintained by the PC and has a listed flint wall (by the church) looks very unkempt.		There are all sorts of chemicals which are not harmful available.	A weekly / fortnightly newsletter telling us what progress you have made on repairing all aspects of the highways in the area and sharing with us what your priorities are. We feel very left out being at the tip of South Cambs and on the borders with Essex and Herts.	See above
Parish	Road/kerb margins look scruffy and unkempt. Larger weeds causing damage to pavement.		Use a well proven, CRD approved herbicide such as a glyphosate or gluphosinate regularly with the addition of diuron where you want longer term control of weeds.	Be honest	liaise with Clerks
Parish	The way the weeds have been neglected has resulted in danger to traffic, people and dogs. Damage to kerbs and roads and unsightly untidy villages and towns. How can communities and residents be proud of their residential areas when everywhere looks neglected and a mess. We used to have pride in best kept villages - now not possible. Also, the road sweepers can't do their job as the weeds stop them picking up litter - the result is unsightly weeds and litter!		Manpower to strim and or dig out weeds. We have seen evidence of this happen eg in St Ives. If weedkiller can't be used, this is the alternative. In the long run it will reduce damage to roads and paths/kerbs which will be costly to repair. Short term decision on one issue results in longer term damage and costs. The "operational cost" savings on weed clearance is a false economy.	Allow two way engagement with Parish Councils and residents rather than just press releases stating what has been decided. Maybe send a representative to each Parish Council to canvas opinion and seek ideas? Cambs CC need to listen to local people and respond to their wishes rather than making decisions in a Council Chamber and telling the residents/electors what they have decided. This survey questionnaire is a good start to two way engagement.	As suggested above, full engagement. Seek ideas and formulate strategy "bottom up" by listening to local people and representative groups.
Parish	We have seen a significant increase in the amount of weeds across the Parish this has not only created a very untidy environment but has also blocked drains in an area subject to run off flooding. We are also seeing weeds braking the surfaces of paths and roads. The villagers are very vocal about the degradation of the village environment being seen by the implementation of this new policy.	https://drive.google.com/open?id=1zh8WSJmdP9RColar_0mRdLqiP-y_8TSE , https://drive.google.com/open?id=1D3EvQK9uN46Vl-styGzWw5M1ZOfrGC7G , https://drive.google.com/open?id=1FdWTvUe8fWFBA6JRp6vmmY11N6eYz8 , https://drive.google.com/open?id=1h20JBjXQU4J8VX6XFwdBs54__HCfqHjA	We would like to see active management of the weeds in around the highways. The use of physical removal techniques if you are not going to use chemicals, however the situation is creating wider risks to pensioners walking on the paths covered and broken by weeds and the flood risk being created outweighs the use of appropriate weed killers.	We have an active Parish Council and would like to see consultation directly to the council via our Parish Clerk. The use of facebook or similar to share plans and proposals openly would also be welcomed. The communication we have re flooding issues as an example have been us trying to find someone to liaise with and the response times are not quick, we would welcome proactive communication and easy points of contact to reach someone.	We have active County and District Councillors who partner the Parish. We would like to see County Council taking a view of rural parishes opposed to be Town and City Centric. The opportunity to meet in the villages to see what impact the County & District Council can have to improve the services delivered.
Parish	A huge crease in weeds at curb side and on paths		CCC need to find an alternative way to manage weeds in our towns and villages and make them look tidy and cared for.	A referendum would have been appropriate before the decision to stop weed management was introduced by CCC. No thought was given to the opinions of residents	Have regular consultations with Parish and District councils to gauge the feelings of removing local services
Parish	blocked drains, road sweepers unable to operate, standing water - visually making the villages look untidy and unkempt		gully clearance, weed removal	liaise before it is a fait accompli, back up your statements of carbon reduction, cost savings with evidence.	you do not appear see rural parishes differently to city centres or urban environments
Parish	Absolutely scruffy and breeds a total lack of pride along with weeds blocking drains.		You say potential but do not know for definite so bring back weed killing spray as we do for our private gardens and the instructions indicate it's safe for pets. Carbon issue is a smoke screen and treat us with some respect. Introduce the road sweepers as the gutters are in a terrible state which causes flooding.	Do what we expect which is also what we pay for. The road I live in gets no hedge trimming and no road sweeping or weed control which is the least I expect. When you consider the amount of high end council tax you are receiving from my road it really is robbery and disgraceful.	Listen to us and do what we pay for. This questionnaire is another absolute waste of time and money and would not be needed if you carried out duties which the residents and parish councils expect of their council. By you sending out this form makes you look like your listening but your buying time for what you know needs doing. It's a modern paper exercise!!!!
Parish	Poor visibility and poor, scruffy appearance		Sustainable control	email	Talk to us

Parish	Trips when crossing the kerb. The Village looks unkempt and littering has increased.		Leave during the winter, Road sweepers will disturb the weeds, then local residents can keep their section clean.	Publish in Sawtry Eye magazine. Big readership in the village.	People who makes decisions should visit villages to see how we live. Try getting on the bus to get around to live what we live when public transport is cut. Once you know what we look like and who lives here that might influence your decisions. Come to Parish Council meetings to talk about your decision making e.g. Green bins more likely to be used by people who live in the countryside, especially as we clear the kerbside that you have not cleared.
Parish	Unightly and trip hazards		<p>All chemicals used in the UK have to meet strict environmental safety standards so this argument is actually inaccurate.</p> <p>Allowing weeds to grow will increase the damage to pavement and grows and therefore increase the costs to the county in the long term</p> <p>Killing weeds on highways should be seen in the same bracket as grass cutting and hedge cutting and provided the same priority.</p>	Email update is fine	Maybe give local communities the budget and we can organise these natural habitat and environmental management issues.
Parish	Flooding due to gutters being full of weeds and blocked cycleways - pictures of the blocked gullies have already been sent through to you. damage to highways, the weeds are so long and heavily rooted in the ground that when residents are pulling up the weeds they are bringing up with them the road and kerb surface.		<p>There are other alternative weed killers available that are more environmentally friendly and these should have been trialled before the blanket ban. The cost to come out and clear the gullies that are now blocked surely out weighs the savings that have been made by not weed killing. The impact of drains flooding the road and potentially causing an accident must be considered. Highways and kerbsides have been damaged by the weeds and will result in long term costs. Residents are unable to use cyclepaths and public footpaths due to the weeds, so the environmental benefits have been put before residents health and lifestyle benefits.</p>	<p>Give all Parish Councils a mobile number of the local Officer so that they can be contacted in an emergency. Stop shutting the call centre for training - training should be done in a staggered approach so that someone is answering calls and we dont get the message we had this summer that said that the phones werent being manned because everyone is training. Give Parish Councils a list of email addresses and the roles of those officers to make it easier to contact them. Residents believe that we have direct access to County whereas the truth is that we have as much luck in getting through to someone as they do. In an ideal world it would be great to have a direct line to one Officer who could look after Parish and Town Councils issues, but that is an ideal world and isnt likely to happen. Recognise that the Parish and Town Councils are the first place of contact for Residents and often get the blame for County's policies and lack of action so please stop treating us as if we are being a nuisance. Update the emails you send us, there is nothing more annoying than a generic automatic email response saying it will take up to 12 weeks to have something done. Come and visit us and you may appreciate what we are actually doing and how much flack we take on your behalf.</p>	If the Local officers worked closer with us services could be better prioritised.
Town	looks a complete mess. poisoness weeds in close proximity to grazing animals and farm land		you did this just to save money. dont use wildlife as a reason until you have knowledge of how wildlife works. i bet the centre of cambridge isnt a mess	be truthfull with and dont hide behind false reasoning	listen and work with us who have the knowledge and experience in that area. contact us instead of having a computer to hide behind
Parish	Many many roadside and roundabout weeds impairing visibility and causing blockages to drains and damage to roads and footpaths. Millions of seeds left to spread which will result in millions more weeds next year.		There are many non glyphosate weed killers on the market, whilst not spraying may have reduced costs this year, the ongoing cost will be great, with roads being damaged from the roots, drains will need more clearance and no one seems to have thought about the huge spread of seeds which will now take years to eradicate.	email all Councils with a consultation and ask for ideas.	talk to us, we are at grass roots level and have a better understanding of local issues, if we don't know the answer to any question you have, we'll say so. Any one with even a remote interest in gardening would have told you about the knock on effect of weed seeds, if you leave one weed to go to seed, you'll get a hundred plants from it the next year.
Town	Apart from the excessive amounts of potholes the new anti-weeding policy has made our town look like it's abandoned.		Whilst cost and environmental deeds are important so is the feeling and wellbeing of the community. The weeds have grown excessively and it looks like no-one cares about the condition of the roads and verges. That makes residents feel that no-one cares about them.	Consult with us before you make changes like this, especially where the impact is so significant.	Yes, get out now and treat the weeds, fix more pot holes and don't just fix them with spray injection patching. Your vehicle is spray patching the rural road outside our home now and what it is doing will be a waste of time. Yes it's only a single track rural road but it is also access to local fields and a small industrial estate so we get 40 ton lorries and very large agricultural vehicles traverse along it regularly. The road has subsided in places and you think you can fix it with spray patching? No chance (Barcham Road CB7 5TU).
Parish	It is just awful. Pavements being ruined with cracked tarmac and almost impassable in places	https://drive.google.com/open?id=1CRwbEZ32LHlmG8eN-ill9fhYDV-jCYoP , https://drive.google.com/open?id=1MjKqW-biBtWHJRJzWwXkJa7CZnoYmsut	This is not a cost saving as it will cost a fortune to reinstate the broken pavements and walkways. Using weed killer is not dangerous but of you think it is, the weeds can be cut and flamed.	Officers telling the truth and not pulling the wool over Councillors eyes would be a good start.	Less money for Cambridge, more money for towns and parishes. Fenland always seems to be last on the list.
Parish	The weeds do seem to be worse this year especially on the roads next to the pavements and also on the pavements throughout the village . I look after the Chalklands Community Garden and I regularly pull out weeds where the parking area is and the pavements around the garden area . Mainly because when this area has been treated we have lost some plants in the garden.		I agree that we have to look after the environment and it is difficult to balance with cost etc which means doing it more often is not viable I m sure . It is a shame as it looks so untidy and unloved.	I think this survey is a good idea but I m not sure many would engage and fill it in u fortunately because there are slit if questions . Plus there are still many who don t have access to online forms or the internet so their ideas and advice are not registered	Maybe use the local magazines/paper to share information - Linton News goes out to thousands of homes monthly
Parish	restricted view at junctions and encroaching on blind corner		more regular cutting	ask for feedback/comments before decisions are made giving adequate time to consult our parishioners and councillors	keep in contact
Town	Lots of unsightly weeds that cause annoyance to me and my neighbours.		What about the drainage and surface water. What about the pollination blown into my garden. What about the lack of road sweepers. What about the cracks and impact for future years as the rpair cost escalate?	Ask questions first, before making stupid decisions. The lack of Council interest on Godmanchester potholes is evidence of that.	Don't try and pass it on to town and parish councils like you have done in the past. CCC has made a mistake - sort it out!
Town	Not being able to see signs clearly. Excess water on the roads.		Either employ people to remove weeds or go back to chemicals	Newsletter	Have a local person to represent local people without political input
Town	Everywhere looks a mess and overgrown! Weeds growing through paving slabs.		Hand weeding, the unemployed, immigrants.	Social media seems to be the only way we find out anything. Stop wasting money on positions that have fancy names but dont actually provide anything positive for the residents!	Too many levels of bureaucracy!

Town	A continual report from people within the community (and on Facebook complaining of the state of the roads and paths with weeds growing to an unacceptable level. When reported we where informed that the weeds do not need doing even when pole where forced to use mobility aids in the main road	https://drive.google.com/open?id=1p7zdmIbQHuD TJZlhravWTtMiqxM2Bh1P	Increase in the team to manually remove the weeds	Send out a communication to all residences of the process's to highlight any issues	There should a direct communication from County Council an all matters relating to any work or proposal relating to a Town/Parish. This would allow the Town Council/Parish to either confirm that they have received the advise or come back and ask for clarification
Parish	Difficult to see pedestrians and cyclists and have to pull further out into the traffic to see clearly.		There is little evidence to say that these are harmful, to reduce cost and time this is the most efficient method.	Email and more regular surveys.	Get recommendations from residents.
Parish	almost none		Supporting biodiversity is the highest priority and elimination of routine glyphosate spraying is a major element of that policy. Thank you so much for your courage to take the initiative you have. Mechanical removal is the only way forward.	highlight the MASSIVE downside to killing all our pollinating insects, never mind the ever increasing human health issues associated with glyphosate.	Treat weeds which are creating real hazards the same as potholes. Ad-hoc public reporting and targetted intervention. It can work. Please stay on track with elimination of routine glyphosate spraying.
Parish	Reduced visibility on junctions.		More regular cutting back of tall vegetation.	No idea.	Supporting each other on work due and sharing contractors/equipment to share cost and workload.
Parish	Increase		Inform on what chemicals are acceptable and permit Parishes to do their own spraying.	contact the Council via clerk@thestukeleys-pc.gov.uk	Better comunications
Town	The impact has been largely visual and very unwelcome. I also know from experience, that the policy if continued will cause and accelerate Road and Pavement surface deterioration. In those parts not treated in the past, weeds have pushed through and caused surface damage on pavements adjacent my property. This demonstrates the power of weeds to cause and or accelerate damage.		Re-introduce the control of Road side weeds. To ensure least cost and adverse environmental impact use the best and most effective and efficient spray technology and chemicals. Glyphosate weed killers appear to be phasing out.	It's good you recognise your engagement with me and all Cambridgeshire constituents needs improvement . The fact that you are now asking about what is felt about CCC highways implementation of this road side policy is an example of closing the door after the horse has bolted. It has caused unhappiness and made places look even worse than normal. It's good you are asking but maybe it would have been better to have consulted prior to implementation. Further ideas..... A printed news letter, say twice a year, keeping everyone, covered be CCC, informed. Constant reminders about what CCC services are available, via online services and possibly Facebook etc.	I don't know how this works at present...but like all such situations, clear and stated objectives, written specifications, monitoring of standards of workmanship and final approval by the initiator would ensure what is delivered meets the stated requirements. Also, make it clear and straightforward about who members of the public can contact in the event they believe some action is required by CCC, Parish or District Councils. Furthermore that all such contacts made by the public are responded to within an agreed time frame and that all and any further actions are also reported to the member of the public.
Town	View blocked when pulling out of junctions, cycle paths not useable, footpath width and height reduced, traffic signs not visible until last minute - if at all; Weeds taking root in kerbsides and pavements which will likely result in future repairs needing to be done. I note that we have occasionally seen a roadsweeper vehicle around soham. Would it be possible to add strimmers to these machines guided by the existing brushes to remove weeds as well?		I support not using chemicals. There is no need for shrubs and bushes to hinder pavement or cycleways - that is simply down to planting the right shrubs in the right place and cutting back sufficiently so that new growth has room to grow without reducing width and height of useable footpaths and cycleways. Any shrubs etc near signage should be cut back in spring sufficiently to allow a season's growth without restricting view of the sign. There should be enforceable bye-laws in place to ensure that shrubs and trees not owned by the local authority are not permitted to grow in a way that restricts usage of public rights of way.	Employ direct labour rather than using contractors for everything.	Most of the problems occur when local needs clash with national politics. A fairer voting system would likely result in better co-operation all round.
Town	With no spraying, we have seen a massive increase in weeds. This has led to the whole area looking unkept and this has led to the town which is already run down looking even worse. This will not help us to attract the investment we need and will also put off the tourists we have visiting, who bring must needed income to the area. Some of the weeds are very large, which could cause hazards to pedestrians , especially the old and infirm. These weeds left untreated will lead to damage to the structures, pavements etc that they are growing out of. Which in the long term will cost the council more than they are saving in not spraying.		The use of targeted spraying and the use of electric vehicles to do the work.	Better social media presence	No
Town	looks dirty and unkempt, difficult to walk past, ridiculous		if you wont spray them get someone to remove them , stop cost cutting when wasting loads in your office, we have paid for this service through council tax so do it	try coming and looking around , not just the town centre which is pre prepared for a visit , meet the people not the councillors	try not ignoring FDC/WTC while you concentrate on Cambridge and the rich end of Cambs
Parish	Lots of weeds on road and footpath margins. This is bound to affect the road and path surfaces in the medium and long term with costs involved, and will inevitably increase the risk of trips and falls, especially in the very young and senior age groups. It also looks like a third world panorama.		Weed killing is more costs effective in the medium and long term. Weeds do not form our "nature" and careful management is the key.	Various aspects of parish activities could be improved by occasional attendance at parish meetings alongside the councillor. One specific example would be the dog warden to provide some evidence of potential penaties for not clearing up dog poo. Even a sighting of a dog warden would help!	See para 4.
Parish	The roads in our local area look like back streets in a third world country		There is a budget cost that covers maintenance of weeds control, if there is a reduced cost from not using chemicals then this should be used in other forms of control. Cutting back/down, racking out, burning off! Weed control doesn't need to be by the use of chemicals. Signage along roads are now being obscured by overgrown weeds and hedgerows causing a hazard to road users.	There is no level of communication or engagement other than through the internet, the reliance is on other organisations to promote engagement with you!	Yes, listen to what the local Parish's say, they are the voice of the local residents. Our roads, pathways, cycle routes and PROW are important community assets.
Parish	Gulleys blocked with weeds resulting in huge puddles along the kerbs		Chemical weed control would be less expensive than clearing gutters this Autumn	Be more up front when this sort of policy is adopted	Listen to the opinions of your elected councillors
Parish	I noticed dandelions, poppies and other weeds growing in the edges along the pavement by my house, and some neighbours properties. I didnt notice it particularly along the roads, it didnt seem a problem. Personally, I enjoyed seeing the poppies flower, and hoed out the few weeds that were in the way. I noticed more beetles in the vicinity this year too. I was pleased to see a road working hoing the kerbside recently in Sawston, as an example of not spraying. I imagine it helps the roadsweeper do a good job, as all the other debris is loosened first too.	https://drive.google.com/open?id=1Qq1UJaBrvxwzaKvXNo2sEvSQLbaM6h1e	This may be done already, but I would think pairing up a team doing manual hoeing with a streetsweeper machine, so that the hoers just loosen/cut, and the machine does all the picking up, may save double effort.	Again, this may already exisit, but if I was concerned about the impact of some weeds e.g. buddleia getting where it shouldnt, id like to be able to report it, and be able to pinpoint it on a map, and then be given an update by email on when it might be done.	not at this moment
Parish	none		none	none	none
Town	They are poorly cut back especially on the alleyway near me which I have to report to the CCC every year which they complain at me doing		There are less harmful things that you can use to kill weeds that are more natural, cutting them back in the first place would help	Accept when people report a problem and take responsibility for it, rather than complain when a comment has been submitted.	Liaise with the parish to see what needs doing

Parish	The weeds have made the already narrow footpaths, adjacent to the main roads, more difficult to use. The weeds in the roads have made the visual appearance of the village look untidy and unkempt and has generated several complaints. Some parishioners have taken it upon themselves to undertake the clearance of the weeds on both the paths and roads, making it unsafe for all concerned. I have also spent several hours clearing some of the well used footpaths of weeds in order to ensure a safe route for all, especially those with pushchairs and wheelchairs.		I think it is necessary to keep the roads and footpaths clear for those to use, if people can't use a footpath safely then they will get their car out which goes against the carbon footprint!	We have a community Facebook page, a parish council Facebook page and website and a bi-annual newsletter which gets delivered to all households in Bluntisham. We also have community notice boards which we can display information at anytime.	By engaging with parishes at the initial ideas stage to be able to work alongside and not against each other.
Town	It's an absolute disgrace the state of the area.		Cost cutting appears to be spend nothing. Road signs obscured by over grown foliage not even weeds. Path from Ely to stuntney overgrown. For a tourist city Ely is embarrassing as you arrive. But we have found £1.1m to cycle from Wicken to soham....	Get some common sense back into local authorities so people can engage with a slim chance of something sensible happening.	Stand back and actually look at what is required rather than what is actually being pushed forwards to please the few.
Parish	Nothing negative. Increased meadow plants and pollinators		I would like to see a sustained NO chemicals policy - mechanical means can be used instead	Keep emphasising the positive, focus on benefits and also reduced costs	Please ENGAGE with us - don't simply close reports that have been submitted. There are many issues that have not been addressed which could easily be solved with some face to face discussion - or at least a phone call.
Parish	Some weeds		I think it's fine	Regular bulletins from Parish	Consultation and communication
Parish	Taking up footpaths, and unfortunately taking prams into the road to avoid hedges and weeds		Possibly more of a controlled and make sure it's kept up to standard the leading a grow wild	Possibly have one phone call a month would be suffice	Driving, more of a voluntary system that helps us as a community to come together and work together, and it's not happening due to lack of communication or understanding of what needs to happen
Parish	none		supporting nature and reducing carbon	via Parish Council Clerk	bus services, local policing, potholes
Parish	Complaints on residential streets		The weeds should still be treated	At the very least, directly informing councils that the policy will be changing, before we have to deal with complaints from residents. Signposting residents to who they should contact to discuss.	Better communication and a named point of contact
Parish	Wonderful to see wild flowers growing on verges		Reduce verge cutting, only doing so where significant road safety is impeded	No suggestions	No suggestions
Town	The town council had to step in any undertake the gully weed spraying to avoid flood risks		Use alternative sprays which do not impact on the environment and be honest that this was a cost cutting exercise which has gone wrong! If CCC can not do the work, pay the Towns and Parishes to do it in the areas that they want it done the most.	Yes you need to keep Town & Parish Council's updated via email	Engage more with partnership working, as parishes have different priorities and some would be willing to take on more services them selves, or contract them out, but they would then be in control of what happens in their parish.
Parish	More attractive verges, more pollinators		Use mechanical means only to remove unwanted vegetation from e.g. drains or line of sight	Take some action when things are reported, instead of simply closing the report	see above
Parish	Weeds ave grown along the edges of footpaths and in the roadside gutter - growth has been exacerbated by road sweeping periodicity being reduced such that significant accumulations of soli/grit/detritus no exist. Weed growth is starting to lift the adjacent tarmac, a situation that will no doubt be exacerbated by the freeze/thaw cycle this winter. Road and footpath repairs can therefore be required in the not too distant future.	https://drive.google.com/open?id=18i45W8nq2ttZ0V-PahsSBIU-jaVt1Jwj , https://drive.google.com/open?id=1gpPBZ4Oqbe1j2Yaua4eUZIDuYmH7SLCK , https://drive.google.com/open?id=1qDP4cZ3_CtXRSldMYwmcGnScBTKMRCE	The visible impact os the new policy aside, it seems that short term financial savings will lead to considerably more expensive road and footpath repairs - that will, when taken in the round, be more detrimental to the environment than the small amounts of weedkiller saved.	Communicate directly with Parish etc councils before decisions like this are made.	Stow Longa Parish Council already works closely with district and county councils. But it has become increasingly common for emails/on line reports not to be responded to - even when hastened and irrespective of the advertised turn around times. This situation does not encourage interaction and results in complaints being used as a first rather than last resort.
Town	They seem to be everywhere. The town looks shabby with weeds growing from all drains and most kerbsides. I've treated my kerbs, as well as my neighbour, an olde lady living alone. You've been spraying for a long while yet this year, in the middle of a financial crisis @CCC, you decide it's bad for the environment. Are you sure it's not a money issue?		There are alternative chemicals, perhaps find one that lingers and prevents weed growing back so soon, so that you have to treat the roads less frequently?	We already have good communications between HTC and CCC. Keep the lines open.	HTC already cuts grass in Huntingdon on behalf of CCC. We're open to discussions on widening the scope of work. We care about our town and how it looks to visitors. Huntingdon won Gold again, in the large town category, in Anglia in Bloom but had to keep the judges away from the areas where the weeds were worst.
Town	Dangerous lines of sight at junctions, weeds growing in drains (confirming blocked and silted up drains), weeds growing in existing cracks and smaller potholes in both the road and on pavements ultimately making these larger, the spread of weeds onto verges and into ditches		Use of non toxic chemicals to kill weeds at source, better maintenance of roads, pavements and drains to reduce the growing environment for weeds. Regular cutting back at road junctions and roundabouts	Just communicate and engage! Our County Councillor does report to our Town Council meetings but even he did not seem to be aware of this weeds policy.	Perhaps run Open Days where Town and Parish councillors can visit a market-place style event showcasing services and introducing key contacts.
Parish	The unchecked weed growth is quite noticeable and unsightly. Other debris (straw, rubbish) can accumulate amongst the weeds making things worse.		Weeds could be burnt off to avoid use of chemicals.	Don't know.	Change in policy should have had a consultation period prior to coming into effect.
Parish	The weeds on the bridges over the A148 include brambles and at least two tree saplings.	https://drive.google.com/open?id=1xJ30EDesmZD_9TqYJewMo9oFVyKof2Lc , https://drive.google.com/open?id=1X1mdFnn2AWswKvimRxErz0IW_rrKJO6M , https://drive.google.com/open?id=1E7UKZm6bGSRIGGxxjTJDWzG2_ko_XeBd	The brushes of a path sweeper would do the job but the saplings will need to be killed to avoid structural damage. (I cut back the brambles earlier in the year but it needs more than my efforts!) Is there the chance that villages could borrow a path sweeper occasionally? We get a lot of leaf fall in Madingley and it takes a long time for volunteers to clear paths by hand.	I have always found that I have a very helpful response from the CC, e.g. when reporting fly tips.	See suggestion above about possible shared use of pavement sweeper. (Madingley is too small to purchase or store one.)
Parish	Pathways and cycle paths overgrown and breaking up because of the weeds. Untidyness		Spraying the weeds as a prevention will save money on resurfacing later. Filling small potholes is better than waiting till they get large and start damaging cars and degrading the road surface. A stich in time saves nine.	Please remember that Parish councils set their budgets in the autumn for the following year. If you decide you are not going to treat weeds etc we need to know asap so we can discuss taking on the task and budget for it now	Publish a list of who does what and who to contact to discuss it (for Council clerks only maybe)

Parish	Weed growth has increased significantly. We have seen large, some knee to hip high, weeds growing along the footpath edges, which at times have reduced narrow pavement widths. These do not help when wheelchairs, electric chairs and children's buggies try to use narrow village pavements. After rainfall the weeds are wet and often flop into the pavement, again causing problems for pedestrians. Drainage gullies which have silted up have started to grow weeds out of them, adding to existing drainage problems in heavy rainfall. Weeds are growing out of cracks in pavement surfacing, causing potential trip hazards and further breaking up of tarmac. Comments from residents have included that the whole area has looked unkept, messy and unsightly.	https://drive.google.com/open?id=1C0OuVQEgQ0TFmaRkDyyVv3X8QG0ziNtJa	Alternative measures must be put in place, you cannot just stop spraying weeds and let them grow wherever! The seeds blow everywhere and in future years the weed growth will just increase. Possible alternative measures include: organic herbicides, manual removal, flame burning, electrocution, which are all used in organic agriculture to manage weeds. Please could CCC share the results of the trials on cessation of weed spraying, so we can learn from the effects of the decision?	Parish Councils are ideally placed to pass on information from other authorities to residents. We all have to have a website, most of us have Facebook and Twitter accounts as well. Regular weekly or monthly bulletins to Clerks, specifically to just update on policy changes or projects can easily be publicised by Parish Councils. The Cambs Matters newsletter is already sent out to Parish Councils once a month, perhaps this can be used more by CCC to help pass on other information to residents and Cllrs.	We feel strongly that CCC should work more closely with Parish Councils to keep us and our residents informed on CCC matters but also to understand more about what Parish Councils are doing to support their communities, what CCC might do to help in those projects and how we can work together. Does CCC have Community Liaison Officers? People who can link up with Parish & Town Councils to help keep more informed on what we are doing. Perhaps regular liaison discussions with Parish & Town Councils. In S Cambs these have happened for years as Cabinet liaison and Parish Planning update meetings, usually once every 3-4 months and usually via Zoom or Teams. They give opportunities to ask questions and pass on project updates. In Cambs we have a very active Society of Local Council Clerks Branch, where Clerks meet once a quarter for training, updates, networking, etc. We usually have 20-30 Clerks per meeting, this would be an ideal opportunity for CCC to meet and make contact with Parish & Town Clerks.
Parish	To reiterate the paragraph from a recent letter the Parish Council wrote to Stephen Moir regarding the recent policy of not spraying roadside weeds. This is just unacceptable; it is neither cost effective nor attractive. The damage the weeds are doing to paths and roads will cost more in the long run than the weed spraying. The Parish Council fully supports bio diversity but this is just making everywhere look untidy, this policy must be reversed before lasting damage is done to not only roads but also tourism.	https://drive.google.com/open?id=1o-5pdmxt-dhqJalaj9WPxVZNkzQtBeXD	The Parish Council recommend that the weed spraying is reintroduced immediately, with the environmentally approved weed killer that you have previously been applying. CCC Could invest in wildflower meadows to even out the removal of weeds with the inclusion of wildflowers. Parish Councils could apply to CCC for wildflower seeds to create their own areas of nature.	CCC need to recognise that the area of Cambridgeshire is diverse and what suits the city of Cambridge does not suit rural Fenland. Communicate with the Town/Parish Councils if there is any significant policy changes, a good Town/Parish Clerk will know what matters to put in front of their Council, and which matters don't apply.	Make sure Councillors that represents a particular area actually attends Parish Council meetings, that way the information should come down the line.
Parish	Complaints regarding the village looking untidy		Treat weeds on a cyclical basis	Consultation before changes are made and better dissemination of information once changes are agreed	Better communication
Parish	More weeds at the side of the road causing drainage issues.		There are environmentally friendly alternatives to chemical weed killers, eg white vinegar/salt mix.	A regular "update" email	No
Town	Regular overgrowing that prevents people from using pavements safely. Overgrown curbs, which leads to drainage blocking.		I think there needs to be spraying once a year (beginning of the season) and then being monitored on regular basis. I don't think the new scheme will save money. But it will help the nature. The spraying also has a lasting impact, which we all know is not healthy, but if we want a no spraying attempt, we need to do more weeding, at least every 6-8 weeks. To do nothing, and in particular expecting residents to report overgrown areas is the wrong way.	Make sure that there is a schedule in place, e.g. every Monday you check and take action in Eynesbury, Tuesday town centre, ... This would also help to organise voluntary groups that want to do litterpicking or helping with weeding. And send those schedules to the town council office, which can forward them to us councillors.	Give more deciding and man power to the places themselves. A town needs to be managed by the town council, and district, county and so on should not decide when what is happening in town. We need to be able to send a team out to remove weeds and do repairs, when we think it is the right time/thing to do and not wait until we get a go weeks or months later.
Parish	Weed growth causing blocking of gulleys, drains and gutters. Damage to tarmac at kerbside and flooding.		Use less harmful chemicals combined with removal by mechanical means. Research methods used by other authorities.	Consult with District and Parish Councils at an early stage and well before implementation of any new policy.	See answer 4 above
Parish	None		Happy with the reduction of chemical usage. Would just ask weeds are managed by cutting back on bends and on turning to the A505 so road can clearly be seen.	n/a	Keep lines of communicaiton open
Parish	Build up of dirt on the roadside. Grips not working properly so roads flooding. Paths are dangerous for the elderly with weeds causing a trip hazard and the path surface getting damaged.	https://drive.google.com/open?id=1x7r31pWMPlp8SZHd2jJ3NCY-qCCyGZft	False economy. The weeds are doing more damage to the surfaces which will mean additional cots in repairing them.	This is a very important change to policy which has large consequences. We were not informed of the change and should have been consulted	If you ask local people before you make a change you will have an idea of how things that are changed centrally will affect the local services
Parish	Since the CCC's decision to stop weeding the sides of roads/footpaths the weeds have grown along the vast majority of the village's kerbsides and edges Some of these have been up to knee high. We have been lucky that we have had a very dry September and October as many of the drains on the roadsides are blocked or partially due to these weeds. (attached photos) In the event of even medium rainfall these would increase the amount of surface water on the road drastically leading to an increased risk to life. It can also be seen that these weeds have acted as a net to catch other detritus such as hay and litter leading to even more of an eye sore. (Attached photo) The increased growth of these weeds has already led to the disturbance of the tarmac surface and without further weed prevention in the coming years will result in an increased deterioration of the road surfaces and so increased costs to CCC. The weeds have also been growing well along the actual footpath (where the kerbstone meets the pavement). This is resulting in trip hazards, especially at points that are common for crossing of the roads.	https://drive.google.com/open?id=1OfwAUAbfbY6SoDUL2EOsCoDdZ3-tfhNB , https://drive.google.com/open?id=1FJazzuHmyj6PjDu073awPC-rif7M0khd , https://drive.google.com/open?id=1n88qLUSWG_dJy-XkHbBduPQ5F-1b0ye6	We reiterate that not killing weeds is a very short term view when it comes to delivering cost efficiencies as it is likely to cost more in the long run to repair the broken roads and pavements. Are environmentally friendly weed killers an option? Would increased road sweeping help (so removing seeds and dirt where seeds grow in, while also removing the small weeds)? Another suggestions is notices to the areas you are spraying to give warning of spraying so to warn those that walk their pets to perhaps go elsewhere that day? If the CCC were genuinely interested in reducing carbon and supporting nature there are plenty of other schemes they could look into that would be safer and more cost beneficial in the long run	Consult us about changes before decisions are made and inform us about changes before they are then made. What we have experience is sending letters apologising for a lack of communication. Consultation would have been likely to result in new ideas that could have been implemented rather than allowing growth of wees which in the long term is likely to increase the cost of road maintenance. Consulting with us and explaining reasons for proposed changes increases the probability of a stronger relationships with users who rely on roads and footpaths being safe.	Our experience is that new initiatives are sometimes introduced too early without sufficient thought of how they will actually work in practice resulting in over promising and over delivering.
Parish	More and vigorous weeds, in many cases pushing through the surface layer thus opening the bitumen/surface covering to frost damage in the coming winter.	https://drive.google.com/open?id=1MzwyKADPWaJJdNVoDYK04O3UBPwN0AqZ , https://drive.google.com/open?id=15ie8ITQ1pZrLSqh_L0r5J3rJ_2Zi_Kc8 , https://drive.google.com/open?id=1r-GHaVUaYbRka5qtW8J00LMmIWVeStR3t , https://drive.google.com/open?id=1CBPARG15KSY-aWPUEctkRidYah3FvyfQ , https://drive.google.com/open?id=1_vrl-fLdg2Y11bA--m6-Ac3_6txOwmZ	The previous control work was about right.	Emails to all town and parish councils is right.	Just keep all councils informed.
Parish	Blocked drains, potholes caused by weed growth, weed preventing storm drain run off in the road	https://drive.google.com/open?id=1fx9U7ZylmSNgOoLqZr-87cKncbFYU8f7	It will not save money if the weeds are damaging the road and creating flooding	Communication and working together with the parish and town councils to understand their needs.	No
Parish	More growth out of the storm drains		None	Maybe earlier notification and better engagement of any change in policies	Bi-annual open meetings where parishes can meet collectively with CCC Highways to discuss policies, objectives, issues and ideas. A published minimum standard of communications and engagement, as our parish council can wait several months for a reply to a relatively simple question.

Parish	<p>First visual - the weeds look scruffy and unsightly (I know, ugliness is in the eye etc). Second, over time they will damage the joint between the road surface and the kerb edging. In the long run this will be more expensive. It's the same issue as not cleaning the drains. How big and to what width do they intend to let the weeds grow? We not convinced that kerbside weeds will support nature. The weeds will grow, but will insects live in them? The pollution of the weeds must have a detrimental effect on them. Has anyone has done a study of the effects on nature of weeds growing kerbside.</p> <p>Weeds , seed at different stages and times of the year so the seeds will spread along Highways and footpaths through the times we have wind and rain, so gemination occurs naturally at different stages. This can lead to drains on the Highways possibly blocking from dying weeds and this in turn collects other foliage to cause the drain to be bypassed when the rain is heavy.</p> <p>On footpaths weeds can grow across possibly causing trip and slip hazards.</p> <p>This policy has been in effect for too short a period to have blocked drains. It is when the weeds die and dead vegetation breaks away and flows into drains that it will start to take effect. I have uploaded two photos of the start of the possible issues with drainage.</p>	https://drive.google.com/open?id=1uiMnkzwWeWsQIPwbLjS7e-nGt0rZh4p , https://drive.google.com/open?id=1rH-MajQ4TPqjmywNxLmDPvWjH2ZpztQD	<p>Rotating wire brushes on drain cleaner lorries are worth a go. It will reduce emissions as only one lorry needs to do both jobs. It will certainly reduce chemical pollution. Unless one wants to keep the weeds growing, it won't harm nature. In the long run the cost of fitting lorries with wire brushes, will be cheaper than chemicals. It will also reduce the production of micro plastics. At the moment drain cleaner lorries have plastic brushes. The plastic will wear and micro plastics will fall into the road, get swept away by rain and eventually end up in the sea.</p>	<p>Let us know in the first place when there is change in policy. if there was any communication about this decision it was not noted by anyone on our Parish Council or on other Councils. We can't all have missed it. Email all parish Clerks when there is any change in policy.</p>	<p>I would suggest you hold a meeting/forum either in person or on line where you discuss how we can work together on delivery of local services.</p>
Parish	<p>More weed growth, which has held detritus in the gutters which means when it rains water cannot get away causing much more water on the roads and localised flooding.</p>		<p>Use glyphosate which has not been proved harmful in the UK and is still widely available. I is NOT banned which many people seem to think.</p>	<p>Being more willing to engage not just by email or text but face to face or by phone</p>	<p>By taking notice of comments which are made by local people with local knowledge not consultants who generalise.</p>
Parish	<p>We have received numerous complaints over the year about the weed growth along the edges of roads but also on footpaths and alleyways</p>		<p>If spraying is no longer an option than alternatives or manual methods need to be considered.</p>	<p>We would have appreciated being consulted, or at the least advised of the change in policy in advance.</p>	<p>Consultation and communication are key. We are also concerned around the changes to Local Highways Officer roles and the way their duties have been divided among multiple teams. It is important the person we are dealing with know the area well and this has always been the case in the past.</p>
Parish	<p>Weed growth within the highways does have an impact on the way our village looks. It makes it look uncared for by the County Council. This is self evident from visiting the village.</p> <p>We need to address the weed growth in the gutters which hold up the detritus and when it rains then blocks the drains and causes a lot of local road flooding which is dangerous for drivers.</p>		<p>Manual labour on selected areas worst effected (without use of chemicals?. The council should do more to clean the gutters and the drains.</p>	<p>no comment</p>	<p>no comment</p>
Parish	<p>Tarmac breaking up. Suggestion from residents that the weeds were a health & safety risk to those less mobile. Eyesore!</p>		<p>No! There are some services that should be maintained regardless.</p>	<p>Consultation in advance in respect of policy changes like this that cause furor in a small community parish!</p>	<p>Consultation. Visits to Parish Councils to present proposals or Forums in District Areas to which PCs could be invited to launch changes to practice and receive feedback before challenging new ways are introduced.</p>
Parish	<p>None</p>		<p>Less cutting and management to roadside verges. Plant wild flowers on the verges which would help manage the weeds and require less cutting and management.</p>	<p>Come and speak at a Parish Council meeting so conversations and questions could be had face to face rather than over email.</p>	<p>Regular opportunities for face-to-face interaction (see question 4)</p>
Parish	<p>Damage to road and pathway surfaces</p>		<p>Blanket approach does not work and favours urban areas. Rural areas/villages suffer through no/very limited management/intervention. Area specific policy for villages needs to be developed, as with verge maintenance</p>	<p>Ensure H&S for rural residents is as high a priority as urban residents-condition of central village core path/footways and cycleways need to be clear of weeds, ensure surface not damaged by egress. Better communication with individual parishes about service visits and when they are planned, similar to the gully clearance programme/surface replacement schemes. Advance warning allows time for residents to report on areas of concern before visits, so that problem areas can be addressed in one visit (cyclical maintenance programmes). Reactive maintenance- advanced notification of a visit to the parish allows residents to collectively consider whats needed, which will save on repeated individual visits to one parish-saving on administration man hours and carbon costs (of transport trips generated)</p>	<p>A holistic Service plan for each parish is required, indicating what is a minimum standard of service levels being provided for programmed and reactive maintainance and clear mapping of which areas qualify for which the level of service (i.e central village core, and to outlying areas...)To include vision splay requirements of verges, priority sustainable travel route maintenance (footpaths/cycleways ROW etc) Gully cleansing, street sweeping, weed control, pothole repair, highway verge maintenance, highway hedge maintenance, streetlight repair, school crossing assessments, road markings/linings repainting, for example. Carbon impact of service can then be measured by parish- (potentially creating ability to monitor and reduce carbon impact in time).</p>
Town	<p>untidy, could be a hazard to people walking especially those with poor stability. could impede water flow causing localised flooding.</p>		<p>monitor, and those areas where weeds are a risk then should be weeded manually.</p>	<p>use local groupings on internet to get messages across.</p>	<p>Local Community groups may want to take care of their areas eg as they do for litter picking but Councils need to tell us they are not clearing weeds , the reasons and appeal to communities for help.</p>

Parish	<p>The responses are collated comments from parish councillors. There was no consensus on the weed management policy. Some members commented that they have observed no difference to previous years.</p> <p>Other stated that the weeds seem more numerous and taller/thicker than usual as they have had longer to grow. Looks really untidy.</p> <p>It would have been useful to have been alerted to this possible policy change in Spring, so that PC members could have observed and photographed changes in weeds.</p>	<p>https://drive.google.com/open?id=1BrQkcfnz6Ef6fXog9m7NXWu1zgHQR6RR,</p> <p>https://drive.google.com/open?id=1fUmQ6YlcaAmejdAwibhMPBEq9BCMC2Y</p>	<p>The parish council recognises the needs to keep roadsides clear of weeds. Surfaces water cannot run freely into drains if weeds block free passage of water.</p> <p>However it may be possible to remove weeds by non- chemical means, for example a dilute vinegar spray could be as effective as glyphosate. Glyphosate and vinegar only kill existing weeds but not the seeds that arrive in the gutters by other means. The parish council suggests that a thorough sweep of gutters is performed sometime after vinegar spraying when the weeds have died so that they and any accumulated debris can be cleared before the worst of the winter weather.</p> <p>One councillor commented that nitrates that run-off from farmland contribute to more chemicals in the river than spraying the weeds. He had observed residents out on the road outside and opposite their houses spraying the weeds with weedkiller themselves. There is high pressure steam equipment that will kill weeds with no chemical residue. Is there a mechanical way to remove them?</p> <p>In terms of efficiencies, it seems inefficient to fill the odd pothole in a street and leave others until they get bigger. Also sweeping up leaves etc must be cheaper than clearing blocked gullies.</p>	<p>It is good to read that weeds have been removed 'by other means' where it has been deemed necessary. Could you elaborate on this?</p> <p>Regular, say bi-monthly (six times a year) information notes could be disseminated to town and parish councils about weed and other vegetation issues, such as mowing verges. This would inform parish councils of the specific work Highways do and how priorities are decided upon.</p> <p>It would also be helpful to publish a schedule of routine maintenance work for each village with an approximate window when the work will be carried out.</p>	See 4.
Town	<p>Here is the text of a Motion which was adopted at 4 September 2023 meeting of Wisbech Town Council.</p> <p>"To Cambridgeshire County Council.</p> <p>Please accept this formal objection on behalf of Wisbech Town Council to the change in weedkilling policy that was implemented by the County Council this year.</p> <p>Our roads, cycleways and footpaths are in a dreadful state due to the explosion of weeds since this policy change. This has an unacceptable detrimental effect upon the look, usability, and cost of repair to our highways.</p> <p>Wisbech residents are angry at how you have made our community look. Those who attempt active travel are angry at the state of the weed ridden paths that they must dodge.</p> <p>The Town Council is deeply concerned at the effect that this will have on flash flooding, as gullies and drains become blocked by weeds. This council is also aware of the poisonous danger posed to horses by the rapid increase in Ragwort in our area.</p> <p>As a council we cannot understand the short-sighted financial nature of this decision, as short-term gain will be overshadowed by future repair bills. The Town Council is further dismayed that the County Council would implement such a devastating cut to a vital service with no consultation with our council. This blatant attempt at cost shunting onto our council is unacceptable.</p> <p>Wisbech Town Council, therefore, calls upon those whose decision this was, the "joint administration", to reverse its disastrous policy.</p>		<p>Look at other possible ways of controlling weed growth. There must be some weed killers which do not contain chemicals which are POTENTIALLY harmful to nature. Millions of people use weed killers to control weeds in their domestic situations.</p>	<p>It would be useful for Town and Parish Councils to be consulted directly on proposed changes in policy which could impact upon their respective areas. Consultation details to be sent to Town and Parish Council Clerks, for reference to their respective councillors.</p>	No particular ideas but certainly worthy of discussions. Involve local councils in the County Council's decision-making processes; think more about local services for local people.
Parish	<p>Pavements cracking, Unable to see around corners when emerging, overgrown weeds make the area look unkempt and dirty and thus attracting criminal activity. Dangerous weeds that are fatal to animals.</p>		<p>There are safer chemicals that can still be used. I think not enough consultation was carried out and now our Towns and villages are a mess. This attracts ASB and crime. The decision to stop spraying has now damaged pavements as well.</p>	<p>To contact Councillors when County wide decisions are being taken that have an impact on residents. We are very easy to get hold of by email / telephone.</p>	Let local councils make local decisions. The people that live in the areas are the best judge. Consult with town and parish councils and give them a little freedom to source locally and repair locally.
Parish	<p>Drainage has been affected, visibility from junctions, village looks scruffy</p>		<p>Mechanical removal</p>	<p>Ask about these things before implementation, nit once everybody has caused a fuss</p>	<p>Offer us incentives/funding to manage our own areas</p>
Parish	<p>A few unkempt areas</p>		<p>More detailed plans of where to mow or strim and where not to, and where to use herbicide and where not to, guided by a local council member who knows the area. Minimal effective doses to be used and as infrequently as possible.</p>	<p>Interactive on line maps?</p>	<p>Each local council should have a green representative</p>
Parish	<p>Weeds creep in from the edges, especially of footpaths/cyclepaths, resulting in significant narrowing and (on cyclepath) obscuring of solar studs. Grass clippings left behind can end up in drains and clog waterways.</p>		<p>Edging back manually? but very heavy on labour. Maybe a mechanical method.</p>	<p>It would be good to have advance warning (via the parish clerk as well as signs on the road) of any Highways works due to take place. Particularly just before the start of works rather than a vague 6-week timeslot. (though I do appreciate that things may be affected by weather and materials availability)</p>	<p>We get any awful lot of information by email and the County Councillor's report at our meetings is very long; it's difficult/time-consuming to filter out what is most important.</p> <p>We'd like particular emphasis on things which affect Landbeach directly. County Highways have been particularly bad at responding to our request to maintain the cycle path between Landbeach and Milton. They did eventually cut the grass but the edges of the path are encroaching, the solar studs are obscured and the hedges/brambles are not cleared back with any regularity. This hedge maintenance is surely Highways responsibility and not the adjacent farmer's.</p>

Parish	<p>The present policy of Cambridgeshire County Council seems to allow our roads and streets, roadside kerbs, gutters, drains and footpaths to deteriorate and our towns and villages to look dilapidated. The roadside gutters and cracked footpaths in particular have vegetation taking over (we don't need 'biodiversity' in cracks in our gutters, roads and footpaths). Such deterioration might be expected in some poor, underdeveloped country, or perhaps in a deprived, inner-city area of a former industrial town; but, this is the result of failure to deliver a basic service with regular chemical treatments to control weeds in our small, rural village in northern Huntingdonshire. Cambridgeshire County Council "Strategy for Highway Asset Management", Clause 4.2.2. (Page 6) states "Preventative Approach - A preventative approach will be adopted. This means investing a greater proportion of the available budget to treat roads in the early stages of deterioration" – deterioration can be avoided by regular chemical spraying to prevent weeds.</p>	<p>https://drive.google.com/open?id=1SzMaFGqLR-Zk2Z71ok0LUxCTaSZvCRDh, https://drive.google.com/open?id=1ZVJnpRqPB86SSRY3KJer3C-UvGn8FquS, https://drive.google.com/open?id=1v401sBtGy7GFoqNSFMuzchn5fpzEt1Ql, https://drive.google.com/open?id=1f3LaI9stCXL9YUmw4-1OJxqrqzX_FEiT, https://drive.google.com/open?id=1hdff-MEEJkSKQ9N1g5vxp4OoDptsdlRV</p>	<p>This policy may be dressed as an environmental measure for biodiversity; but, the policy is merely to reduce costs in the short-term, even though it is obvious when looking at the state of roads, gutters and footpaths throughout the county that this policy will increase repair costs later. We live in a mainly rural county, blessed with beautiful countryside with biodiversity in hedgerows, riverbanks, woods, parks, and most of the roadside verges managed by Cambridgeshire Highways; there is no need to encourage biodiversity with grass and weeds in cracks and potholes of roads and footpaths. Yet again, attempts to reduce cost in the short-term by cancelling essential maintenance and prevention will inevitably cause massive costs later to remove overgrown weeds, repair cracked footpaths, cycle paths and roads, and deal with blocked gutters and drains. You do not "deliver efficiencies in the way we manage highways" by allowing assets to deteriorate with cracks and damage caused by weeds. You do not "reduce carbon" by having to use hot water and foam to remove overgrown, mature weeds when such damaging weed growth could have been easily prevented by regular chemical weed spraying. The operations managers and supervisors and frontline workers of Cambridgeshire Highways are dedicated and hard-working people who do a marvellous job when they are allowed - just give them the funds to get the job done properly with regular chemical spraying to prevent weed overgrowth on our footpaths and in gutters and drains.</p>	<p>Cambridgeshire County Council communicate and engage very well regarding certain topics such as the Local Highways Improvements and the 20 mph initiative. Communication and engagement is easy with emails – Huntingdonshire District Council, Cambridgeshire Constabulary, Cambridgeshire's Police and Crime Commissioner all manage to communicate and engage very effectively. Also, area managers or supervisors of relevant departments of Cambridgeshire County Council could liaise with and even come to meet and discuss topical issues with parish and town councils – better communication and engagement leads to better understanding and cooperation.</p>	<p>(a.) Focus more on delivering the basic services actually required and desired by residents, such as highways maintenance and improvements, rather than ideals such as 'biodiversity' and 'net zero'. - Basic services, with an efficient organisation, can be delivered AND also still achieve reductions in carbon emissions, but the priority needs to be delivering the actual service rather than sacrificing the basic service in order to achieve cost cutting or pander to a dogmatic drive for 'net zero' at all costs. (b.) Improve engagement with residents, towns and parishes and districts regarding local needs – ask local residents and parish councils rather than assume "we know best" and impose policies without proper consultation. (c.) Have regular (annual?) liaison meetings with each town and parish council and district council to discuss delivery of services and local needs. (d.) Parish councils tend to be non-political, acting solely for the benefit of residents; county councils should stop playing party politics and start to get back to the basics of delivering services to the residents.</p>
Parish	<p>The kerbside gutters have been full of weeds, collecting road debris (some of which is from potholes) meaning that the gutters are blocked and do not allow rainwater to flow. This has caused localised flooding.</p> <p>In addition, residents have been complaining to the parish council about how untidy the roads look meaning an impact of the capacity of parish council staff and councillors.</p> <p>Where they have grown significantly, they are starting to cause a trip hazard for residents when crossing the road - some weeds are now significant in size.</p>		<p>Use alternative methods for weed killing - boiling water, burning, non glyphosate based chemicals.</p> <p>Great Shelford Parish Council strongly feel that the lack of dealing with the weeds this year will have costly effects on the County Council going forward as the damage to the infrastructure from the weeds growing will be self evident. Where the weeds are growing from the edge/join of the surface, this surface is starting to break up, lift, etc. Water will get in and pot holes will be greater still going forward.</p>	<p>Tell us what you are doing please. There was no communication whatsoever about this change in policy meaning that the parish council and residents were not aware of what you were (were not) doing and were chasing for the weeds to be sprayed before the District Council swept the kerbsides.</p>	<p>Talk to each other. Make it easier to understand who we need to speak to at County Council - it is by far the hardest to find out who we need to speak to (and we are supposed to be working together). South Cambs have managed to provide information to parish and town councils to allow officers to contact the right person.</p> <p>Quarterly meetings updating the various authorities on what you are doing.</p> <p>Alternatively, give town and parish councils the money you would have spent on these items to be able to do it themselves.</p>
Parish	<p>There has been a negligible impact on the roads in the village.</p>		<p>It would be helpful if road sweeping was undertaken during the autumn to remove debris such as needles, cones, etc, as a preventative measure to stop drainage blockages into the brook and reduce flooding risk. It would also make the place look tidier and make walking around pleasanter.</p> <p>It would help if we knew in advance when contractors were due to be visiting the village for repairs or for verge cutting etc. This would allow parish councils to co-ordinate with CCC, to make best use of CCC visits, and also to avoid any duplication e.g. of verge maintenance in the village.</p> <p>Could an alternative method to spraying for weed control be considered e.g. use of heat for localised control instead of spot-spraying?</p>	<p>Better communication to set out a new or changed policy, with a full explanation of the reason for the change. It could be helpful if parish councils, and CCC, had a designated single point of contact for queries. A webpage, or email distribution list, to provide advance notice of forthcoming changes or consultations, would also be helpful.</p>	<p>None</p>
Parish	<p>Weeds growing in the gullies and inside of the drain covers causing blocking so that after rain water cannot flow away freely so the resultant puddles stretch into the paths of traffic</p>		<p>Use hot foam spraying twice a year. This facility is environmentally friendly</p>	<p>More frequent use of email to ensure that opinions are received from Parish and Town Councils as part of any pre decision action by CCC</p>	<p>Improved communications</p>
Town	<p>Blocked drains and gulleys, broken paving areas and more damage to roads, localised flooding.</p>		<p>The chemicals used have not been proven to harm wildlife. The problems outweigh the gains and it is a false economy.</p>	<p>Send out information and surveys about potential policy changes ahead of decisions.</p>	<p>Engage with county councillors who will in turn engage with their town and parish councils. All councils should be working together to improve services for local residents.</p>
Parish	<p>Many footpaths are overgrown and now almost impassably narrow.</p>		<p>I am not a horticultural expert</p>	<p>The quarterly meetings are good.</p>	<p>Simplify the distribution of responsibilities.</p>
Parish	<p>Increased complaints re the safety of pavements and the need for people to walk in the highway. Increased concerns re the pavement quality once weeds are cleared. Residents being confined to their homes due to safety fears when making their way around the village. Wheelchairs and pushchairs having to use the highway due to pavements and curbside being impassable. Already narrow highways becoming more narrow and dangerous.</p>	<p>https://drive.google.com/open?id=1c-ubjJaexBFml3yO3lN5B5A64qAQW3Gz, https://drive.google.com/open?id=18oQbij_uBxPXt-vZWPdM25-N4hM-Djlg, https://drive.google.com/open?id=15-eQo-XjtcnK4JnMrKyncpKc2AmzEtIF8, https://drive.google.com/open?id=1cqR6BYtPOuJfrvTzEI601K9_qYhAQeCA</p>	<p>This may be a case where there is no alternative – the only solution is to control the weeds. This saves on your first point as the highways and pavements will not be damaged by roots talking hold etc. The pathways and highways are in such bad repair that any remedial work to fix them must be costing a considerable amount more than prevention. As a Parish we would support environmentally friendly alternatives to the chemicals currently used however the efficiency and suitability of any alternatives should be monitored. We undertake the physical removal of weeds when time and budget allows to try and ensure safe passage however this responsibility does not lie with the Parish and the burden of taking on these requirements would be huge for a village the size of Melbourn.</p>	<p>Prior knowledge of any changes to major works such as this would allow Councils to discuss and feedback any concerns pre-change. An open dialogue allowing for real time feedback of the changes once implemented would provide the Parish with a channel of communication. Opening the communication up to the residents in the areas would allow instant front-line feedback.</p>	<p>Information is the key – the more informed local council are the more informed you could be. More onsite inspections of the areas would highlight issues faster and provide the evidence needed for behaviour/policy change.</p>
Town	<p>The Town Council was inundated with complaints about poor weed management and risk to flooding. Key concerns included the poor appearance of the town, particularly at key entrance roads. It was felt by residents the the Council simply didn't care about pride in our town and creating a place people want to spend time in. The growth of weeds around drains and the impact this might have on flooding was also a particular concern. It was also queried whether towns were treated differently in the approach to weed maintenance, with some towns appear to 'look' better than others.</p>		<p>The impact of chemical spray and reducing this is appreciated, however there needs to be a suitable alternative management plan in place to address the weed growth before use is withdrawn. Could alternative sprays that are less harmful be trialed and their effectiveness monitored to see if they offer alternatives. Are there any other success stories amongst other Highway Authorities who are tackling in the same issue?</p>	<p>Representatives are welcome to attend any of our Council meetings and speak/present to Councillors. Alternatively written reports can be circulated with agendas or regular. Perhaps quarterly meetings with key representatives and Chairpersons of Councils could be set up as a discussion/feedback group.</p>	<p>Providing the details and contacts of key officers to Clerks. As a Clerk knowing who can help and being able to pick up the phone to them is invaluable. Alternatively, could senior officers from across the Council be appointed to act as a liaison to local council Clerks (Perhaps for larger Councils). This worked well in Central Bedfordshire, where directors/ADs were given Councils to act as a key contact for. They wouldn't be able to answer all the queries/issues that Councils have, but could help point in the right direction or find out from other colleagues internally.</p>
Parish	<p>Fewer hedges and curbs cut</p>		<p>hedges and curbs should still be cut, this encourages new growth and has little impact on wildlife if done correctly.</p>	<p>Visits on site to problematic areas.</p>	<p>n/a</p>

Parish	There are more growing on the edge of the roads		Ask the householder to clear the weeds outside their property (I do)	Keep the village parish council informed	Keep the village parish council informed of what work will be done and where (at the moment we have to try to find out from the internet)
Parish	Road drains are blocked by vegetation / weeds resulting in inadequate drainage when it rains. This has led to local flooding. Hedges along cycle and walking paths are overgrown, resulting in cyclists and pedestrians having to move on to parts of the roads used by motor vehicles. This results in people resorting to using cars instead of active travel options.	https://drive.google.com/open?id=1khiSYVv_9tkiNGajtEcncxgz23_P9cdk , https://drive.google.com/open?id=1lloYS9UcANgY4M2OjU_ex_YbOMW7HtyT	Much more frequent manual and /or mechanical weeding and cutting-back.	Publish and distribute to parish councils a time table of clearance work relevant to their areas, together with contact details so that parishioners can report weed problems to the council.	As per the answer to question 4 : Publish and distribute to parish councils a time table of clearance work, relevant to their areas, together with contact details so that parishioners can report weed problems to the council for prompt clearance action.
Parish	We are looking like a Third World Country. It is completely unacceptable!		This is completely to save money. Verges re-wilding is good, gutters is not.	Clear the gutters of weeds, that's all we need!	Deliver the service we are all paying for through our Council Tax
Parish	Lot of weeds in gutters of rounds throughout the village resulting in poor water drainage from roads	https://drive.google.com/open?id=1-xLTJuiTHMNT74Z9BC_Rb3fibZ-mJSlK	Clearance of the weed build-up by mechanical means, the regular road sweeping during weed growth season as well as during and after leaf-fall.	Publicise changes in policies when they are adopted (to parish councils and ratepayers), rather than wait until people complain about the side effects of the new policies.	Publicise policy changes, listen to feedback, and act on it!
Parish	Untreated gutter growth. Unsightly. Unkempt. Interferes with drainage and fills drain gullies. You do not require photographs requested in the next question if you have been observing the results of this money saving decision.		Of course they are harmful to nature they kill the weeds which is what they are supposed to do. ! Humans decide where to spray !	Listen to the people you are employed to serve.	Ditto above.
Parish	some are 2ft high and seeding everywhere, they are a trip hazard in some areas. There are other means of weed control that do not contain glyphosate		it will block gutters in heavy rain and wash more "stuff" down the drains probabnly causing you more expense, use a glyphosate free weed control	sort out the weedy gutters	get this right and also the trees growing over road sign, heaven help people trying to find their way around when signs are in some cases totally covered by trees and shrubs
Town	Residents are furious, the town looks unkept, drains are blocked and will most likely worsen flooding as the bad weather arrives.		Remove the weeds manually or use more natural weed killers.	A representative attending town council meetings and updating us, so we can communicate with residents.	Ask for ideas/opinions before implementing new schemes like this one.
Town	<p>> Clogged drains</p> <p>> The weeds look awful, particularly in the high street. We are doing everything we can do attract business and customers to our town but when things look as bad as they have it is not appealing.</p> <p>> The time spent managing angry resident emails and social media contacts has been significant. The themes are aesthetics, flood risk, how much worse the established weeds will be next year and long term impact on the infrastructure from roots breaking apart surfaces.</p>		<p>This presumes that it's ok to let weeds grow out of control, which it is not. We cannot have another year like this year and if this means that the town council needs to take responsibility for clearing then this is something we will need to charge back to CCC (similar to grass cutting). Equally if the lack of maintenance results in highway damage this too will erode any perceived savings rapidly.</p> <p>It is CCCs responsibility to provide alternative effective weed management options. The government ban on glyphosate is not yet in force and so bringing that force (which is a good thing to do) can only happen with a suitable altnerative. Abruptly stopping the activity is not acceptable.</p>	<p>This survey is good so thank you for the opportunity to provide feedback. Our County councillors are generally active in the town and so are a good comms channel too.</p> <p>I would suggest emails by exception to Clerks, Chairs and County Councillors to highlight important county wide issues (with specific calls to action) would be effective. Not more newsletters though, please, I want to receive things I need to do something with not just more information that might be of interest.</p>	Happy to meet up and discuss this. We are having similar conversations with the District council at the moment.
Parish	Weeds growing between the pedestrian pavement and the road. Weeds all over the footway.	https://drive.google.com/open?id=1uzH6UW6WpYuom8sognXmvnMX7YDZTVk	This policy is not going to reduce the cost to highways,- rather it will increase costs, as weed control will be harder and harder to manage, requiring more stringent chemicals and more application. Weeds between footway and road will accelerate the degradation of the road surface and also may contribute to the blocking of drains, resulting in increased costs just to maintain the road surface. Furthermore in urban settings, this will add to the general feeling of neglect and encourage vandalism. The longer this shortsighted policy is allowed to continue, the harder it will be to recover from it.	Regular newsletters to our parish council clerk. Consultation with parish councils before you embark on such an impractical policy as the one we are discussing.	Continual consultation. We are already in touch with our highways officer, with whom we have a good relationship but funding appears to be the issue, simply to maintain normal services.
Parish					

District	Name	Email	1. In your community, what additional impact on the highway have you seen in the last year in relation to weeds?	2. Do you have any evidence to show the impacts? If so please could you upload it here.	3. The reasons for introducing the policy change were two fold; to reduce the cost of this area of highways services and; to reduce the use of chemicals which are potentially harmful to nature. With this in mind what alternative proposals would you like us to consider to either better control weeds and/or deliver efficiencies in the way we manage highways overall whilst supporting nature and reducing carbon?	4. We recognise we need to improve our engagement with you. What proposals would you have that could help us improve our communication and engagement with you?	5. Are there ideas or proposals you have about how the county council can work with parish and district councils in the delivery of local services?
Huntingdons hire	Sally Howell	Sally.howell@huntingdonshire.gov.uk	Drains being blocked, meaning rainwater is pooling on roadsides. A cyclist came off their bike (informed by another resident who witnessed this) due to the weeds and dust at the side of the road. We have building sites creating dust which settles in the gutters creating a perfect environment for weeds. The weeds then mean the street cleaning vehicles cannot get rid of the dust.	https://drive.google.com/open?id=1Pc379sIBfJzV-kW6kFiN3w3TGygDtpf0 , https://drive.google.com/open?id=19W2RXfA22jsInTnuj33vkQnD3xzDJSQI , https://drive.google.com/open?id=1sAzaQCBpgnRZeEKidlt9A3gwZ8CI4-gY , https://drive.google.com/open?id=1QVL0xtnGLGKJFYVW3KxINUxmxh8UMeAd , https://drive.google.com/open?id=1dv4jSGReYiwN-bNZsR8yBs81YEc2IRV_	Investigate other chemicals or mechanical means of removing the weeds. I believe that their are brushes that could be fitted to street cleaner vehicles that would remove them without the need for chemicals	More surveys. Releasing information on things like this to the public before they are implemented so that its doesn't come as a huge shock and people are aware. Would lessen the number of complaints if people are told why.	More contact and discussions on things that will affect resident
Cambridge	Mark Ashton	mwashton@yahoo.com	Covering kerb line, growing in drains, so unsightly, breaking up road surface.		What is the extra cost to remove the weeds that are now larger and more difficult to remove. Mechanical scrapper to go along kerbs.	Ward drop in sessions so that all residents have the chance to have face to face.	Be more visible rather than always look at our website.
Fenland	Roy Gerstner	roygerstner@whittleseytowncouncil.gov.uk	Extremely negative to say the least. False economy, gully and drains becoming blocked and causing issues with drainage - all reported to Highways. If this 'potential' issue carries on the situation of damage to roads and paths will become a costly exercise on a budget already challenged.		False long term economy - damage to paths and roads. Wrong - there are perfectly safe Herbicides that can be used.	We need the people who made these decisions to face the public for their reasons and not sit in a glass palace.	The previous system was not perfect by any means, but I hate to think after these 'weeds' are allowed to seed this year what we are in store for next year. Thank you.
Cambridge	Karen Young	karen.young@cambridge.gov.uk	Some more greenery in the streets which I personally find attractive.	https://drive.google.com/open?id=1EJ_VF_oTWWiDuxlsXiKTMit9xLIC37du , https://drive.google.com/open?id=1UlytCmdL8abzujK37Wn6_eGWbnBXN2Ce , https://drive.google.com/open?id=1h70ZfiWc2QLeSU4mfsVfJUxwGft57Z5u , https://drive.google.com/open?id=1X8OQC hs4lNQzExkJ7mpA-LMzK8jk4Vb7	Definitely stay off chemicals. Glyphosphate is also linked in cancer in humans and does not only harm the environment.	More publicity on what is happening and the benefits. The photos I have are from a resident who complained about the weeds. Myself I think this is perfectly acceptable. People need to get used to a more natural look for the city streets.	As much communication as possible.
Cambridge	Russ McPherson	Russ.mcpherson@cambridge.gov.uk	As above - including many negative comments from residents and blocked drains resulting in excessive surface water.		Explore more fully the availability of eco friendly weed control products: make use of community pay back teams on a ward by ward basis: Encourage residents to take more ownership of the areas outside their door rather than expecting someone else to resolve every issue for them.	Many residents feel disassociated from local councils; most having no idea that it's not just their road or park that needs maintenance but the whole city. We need to be significantly upping the game on community inclusion. Round Robin emails don't cut it. Much more Inclusion is the way forward.	Come and actually speak to residents; workshops and more clear up days; involve residents in the management of the open spaces they use every day, a stall to explain how we can all be part of our need for greater understanding of biodiversity and what we all need to do to achieve that.
Cambridge	Cameron Holloway	cameron.holloway@cambridge.gov.uk	I have noticed fewer yellow patches, and more nice areas of grasses and flowers. There have been a few more plants growing at the edge of roads, and, where necessary, these have been removed.		I think the policy change was an excellent one, and you should keep going with it.	Hire more highways staff - it is difficult to get through to someone to raise highways issues.	I think that the reconstitution of CJAC should prove useful.
Huntingdons hire	Kevin Gulson	kevin.gulson@huntingdonshiredc.org.uk	Standing water in carriageway due to weeds growing in front of road drainage points. The photos attached are of the A15 between Yaxley and the A1. You can't see the kerb or white line in areas due to the shrubbery. How long before the standing water can be cited as cause of an accident due to aquaplaning. Another impact is the level of calls taken and time wasted by the Parish Clerk about level of weeds around the surrounding area.	https://drive.google.com/open?id=1g-OIKOC4PY0vuosluxoM4wATmnmRu0iS , https://drive.google.com/open?id=1vu-XE_wG2x19sUzRBexN94P1LWsEUhcf , https://drive.google.com/open?id=1H0MoolxWi1yU5K2rAsGOcfODhW9_AfMf , https://drive.google.com/open?id=1rRoiqL5GXpBdCrIWm0l9XG1JbvFcYT8b	A shortsighted cost reduction exercise that may well bring high repair cost for carriageway repair due to root damage. Highways are already high maintenance due to pot holes why stop a proven service without having a decent fall back to clear weeds. The idea of acting for occasional reports of weed clearance could well be higher in carbon due to multiple trips and manpower rather than 1 circuit 3 times per year. If this was sprayed just 2 times per year you could claim 1/3 reduction in cost and carbon then review impact of this exercise.	Talk, text, email, communicate in any format would be an improvement on the current process of imposing poorly thought out exercises. The first we found out was the complaints being received and when reported informed of this cost saving scheme.	Construct a clear reporting process for all areas within your business. 'Report a Highways Fault' is a great portal that is being used more often and a portal like this would work well in all areas with your business as you could prioritise and report back to originator, keeping people informed is seen as a great example of great communication. Something we do not see currently do not see at any level. Work with, not done to, will often deliver far better results as all levels will be on the same page.
Huntingdons hire	Tim Alban	tim.alban@huntingdonshire.gov.uk	The villages in my ward look more untidy, weeds encroach on pavements, damage footpaths, block gullies near drains, and damage the road near kerbs.	https://drive.google.com/open?id=1xIHchs_tbnCCeaRVzwLE0qwVkcgfclsnXN	There is no perfect answer and you are unlikely to achieve all or even the majority of targets you are aiming for but the current regime gives the impression of a county and communities which are uncared for. If you don't want to use chemicals then the weeds will have to be removed manually/with machinery.	This survey is a start but better communication with parish councils is a must.	Look at paying the parish councils to take on routine maintenance, either directly (which some town councils might be able to do) or by commissioning contractors.
Fenland	Brenda Barber	bbarber@fenland.gov	blocked drains, high weeds on corners obscuring view of road, weeds overflowing from verges and onto highways. general untidiness.		continue weedkilling and cutting back weeds. Use teams of community payback people to cut down on costs.	regular updates to confirm what is happening	Ask us what we feel is needed. Don't make decisions without our input.
Cambridge	Dinah Pounds	Dinah.pounds@cambridge.gov.uk	More weeds on the roadside kerbs and pavements.		Whilst I welcome a reduction in chemical use, the result is a scruffy looking, unhygienic street with litter accumulated on the kerbside and drains blocked by weeds. Residents have complained. The pavements in my area of Romsey are in very poor condition and weeds hide damaged pavements resulting in trip hazards for residents.	Regular email to councillors works well.	Manually clearing weeds is the best option with teams of operators using small devices which can clear the kerbside more easily in narrow city streets.

Fenland	Susan Wallwork	susanwallwork@aol.com	The area looks messy, people feel the area seems more dangerous because it looks un-kept and uncared for. Volunteers are trying to weed along busy roads which is not safe.		I want weed control which is a service that the people are taxed for. You killing weeds will have no measurable impact on carbon footprints and lets not pretend it will. You take peoples tax and you should provide a service.	Hold your meetings in Fenland for once? allow residents to attend and bring yourselves to the area in which you make decisions about.	Attend local meetings, move some of your meetings to Fenland, work with us and listen to local residents needs and not push your own personal agendas.
Huntingdonshire	Janice Burgess	janib54@icloud.com	The weeds are unsightly and voluminous throughout our parish. Aside from looking untidy, they're also a trip hazard. Because they're no longer being removed, they're proliferating without anything to stop them and this will only get worse. The root structures form in cracks in our already broken highways and create even more damage.		This has always been about cost cutting and nothing to do with the environment! There are multiple options available to control weed growth that are safe for use on the highways. If they were not safe, we wouldn't be able to buy them in garden centres and supermarkets!	Having a meaningful conversation prior to take these budgetary decisions would be welcomed. Equally, in villages where high local development is forced on us, consideration of the negative impact that further binary decision making by CCC is having on our communities should be at the forefront of CCCs mind.	Please see my previous answer.
Huntingdonshire	Sarah Conboy	sarah.conboy@huntingdonshire.gov.uk	prolific growth in kerbside weeds (and then spreading onto footpaths)		Treat the weeds as you did before as I'm told alternatives also cause issues - scoring damages the tarmac, the kerbs can't be swept whilst weeds in situ, so silt builds up creating a seedbed ripe for weeds. Most roadsides are too dangerous for residents self action (even if they are willing).	Please talk to the District councils (officers) before you take decisions affecting us and then talk to Towns and Parishes.	Yes but all will tell you not if it passes a financial burden with it as no one has any money!
Huntingdonshire	Nathan Hunt	nathan.hunt@huntingdonshire.gov.uk	Large numbers of weeds blocking drains and reports from residents of damaged/cracked road surfaces from vegetation growth.		I get the reasoning, but I think it's clear to all that the balance between cost/environment/preventing vegetation growth hasn't quite been met. There does need to be extra focus placed on "preventing" weeds from growing in areas around drains. What other options are on the table? You guys are the highways experts, not me!	A highways newsletter for each district would be good - could include info on major/long term roadworks would be useful and any policy changes. We could then pass important info onto residents where appropriate.	I can't think of anything off the top of my head, but the superb teams at HDC Ops may have some ideas so it would be worth asking them.
South Cambridgeshire	Paul Bearpark	cllr.bearpark@scambs.gov.uk	Very little. Some minor complaints about it being a bit unsightly/untidy.		I'm happy with the new policy.	I'm happy with this survey approach	Perh
East Cambridgeshire	Lucius Vellacott	lucius.vellacott@eastcambs.gov.uk	Residents have noticed increases to the impact of weeds growing on the highways, the main concern with the policy was lack of value for their tax money and additional red tape of reporting rather than routine weedkilling.		It appears to have reduced the cost because nothing is now happening. I believe the impact of encouraging active travel by routinely clearing weeds will outweigh the environmental cost of occasional chemical use. Either way, it is a far less efficient service than residents expect.	We deliver monthly updates to our parish councils. Perhaps County Councillors could be recommended to write a short monthly report to their respective District Councillors?	I would appreciate if county council leaders might occasionally attend meetings of their respective district councils, as we do with our parishes. And vice versa; brief inclusion of DCllrs in CCC meetings would be appreciated.
East Cambridgeshire	Julia Huffer	juliahuffer@hotmail.com	general unhappiness about the appearance of the verges and the potential hazards caused by overgrowing weeds. There is a general feeling that while rewilding certain areas of the villages is welcomed and is being carefully managed by the Parish Councils the abandonment of the verges not under the care of the Parish Councils ie the County Council results in dangerous and scruffy verges.		The excuse of cost saving does not go down well with residents as the County Council increased their part of the council tax by 4.99% and residents are asking what is the money being spent on with a massive failure to maintain the highways and now the verges its hard to justify. I am no gardener but there must be products on the market that would not be toxic to wildlife and changing to electric vehicles will reduce the carbon footprint of the Council.	respond to emails and telephone calls promptly. unless you happen to have the mobile number of your local LHO the system for making contact is woeful.	try hold District wide forums and invite the Parish Councils along. it can be done in small groups and via teams or zoom. listen to what affects residents and act on it rather than the whims of elected members
East Cambridgeshire	Christine Colbert	christine.colbert@gmail.com	I have seen more weeds but I've also seen more insects. The only thing that concerns me is that I have seen buddleia (butterfly bush) sprouting in some places and buddleia is very vigorous and destructive.		No suggestion	No suggestion	Not in particular, thanks. I thought this survey a good idea.
South Cambridgeshire	David Cronk	davidcronk42@gmail.com	Minimal change, although the bridleway from Caxton to Cambourne is perhaps more overgrown		I thought saving money on weed control on the highways was very reasonable.	This method worked fine. I also appreciate the district council newsletter.	Email summary of district council news on a monthly basis?
Huntingdonshire	Rebecca Goodwin	rebeccagoodwin@gmail.com	The edges of the roads are over-run with weeds and they are growing up through the pavements causing real concern for pedestrians	https://drive.google.com/open?id=1DHbVkrwwiu1TO2IbLQOE10HwKEJMG-r0	Reintroduce road sweeping. If there wasn't the silt at the road edge then the weeds wouldn't have anything to grow in. There are also alternative ways of killing weeds, salt water, vinegar, if it is the chemicals that are a concern.	Focus groups (either in person or online), to garner opinion and discuss pitfalls/perception before new initiatives are introduced. Just asking people what they think and what their priorities are... we do appreciate costs need to be saved, but it seems to be in the wrong places which indicates to me that you're not understanding the needs of the people who live in Cambridgeshire.	County Councillors actually turning up to parish council meetings would be a start (so they're actually aware of local challenges), followed by them replying to parish councillors emails... the communication is always – it has been decided, there is no dialogue and no opinion sought. A lot of more local councillors have very good ideas having lived and worked in the parishes for a considerable time and have seen administrations come and go. That invaluable experience is completely ignored.
South Cambridgeshire	Lisa Redrup	cllr.redrup@scambs.gov.uk	In response to this survey I cycled around Haslingfield (my home village) to have a look at the pavements and roads. Most areas were weed free, but throughout the village there were areas with weeds growing in the gaps between edging stones of pavements and between the edge of pavements and roads. Occasionally there were weeds growing in cracks in pavements and the bobbled slabs at crossing points. I've included a few photos from around the village. At the moment these weeds are relatively small. I imagine problems may arise if they are able to grow significantly bigger. No one has written to me about weeds on the highway. One resident has raised that they are unhappy with the perceived scruffiness when speaking to me in passing. The main concern I have personally about weeds is related to potential loss of width of paths and cycle paths due to growth over the path.	https://drive.google.com/open?id=1furHqyJSxXFxrQfxXEkiEVsAKIIVZCU , https://drive.google.com/open?id=1o30BhCP09c3tjdfQ-ndkid2x0FIZ8NAT , https://drive.google.com/open?id=1qwcqZD689gWvSX9F6Vd_v0QVMG9AheoL , https://drive.google.com/open?id=1rZi5cLTghECypxTnjfxDobn3YoZX3f6R , https://drive.google.com/open?id=1yLUMesZWA53rnOc9KWdKFGOw_gWPzC_F	I support the reduction in use of harmful chemicals and I hope that ways can be found to reduce their use in the long-term. Would a schedule for mechanical removal, like what was previously done with chemicals, be of use? I think communication with the public about this policy would be helpful to explain the aims and counter concerns. For example, can the growth of weeds cause damage to the roads that may counteract the cost savings from stopping spraying? Also, if weeds are a concern, what is the process to report them and deal with them? What are the criteria for dealing with them? How is this communicated to residents? Could residents be empowered to remove weeds local to them? I've seen a neighbour cutting back weeds growing in the edge of the pavement.	I'm not aware of any communication from Highways about this policy or the potential impacts prior to this survey, but I'm not sure it's practical to message everyone about every policy. I think it's more about communication with communities on policies that will have an affect on their areas.	Parish councils may be able to help with communication with communities about county council services.

Huntingdons hire	Richard Slade	richard.slade @huntingdon shire.gov.uk	Impact on visual amenity, damage to road and pavement surfaces and danger of trip hazards to residents.		I propose the policy is reversed as the long term damage and significant cost to repairing he highways far outweighs the reinstatement of the service.	N/A	Delegating the service at a town level (in part) or full might solve the issue.
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District	Name	Email	1. In your community, what additional impact on the highway have you seen in the last year in relation to weeds?	2. Do you have any evidence to show the impacts? If so please could you upload it here.	3. The reasons for introducing the policy change were two fold; to reduce the cost of this area of highways services and; to reduce the use of chemicals which are potentially harmful to nature. With this in mind what alternative proposals would you like us to consider to either better control weeds and/or deliver efficiencies in the way we manage highways overall whilst supporting nature and reducing carbon?	4. We recognise we need to improve our engagement with you. What proposals would you have that could help us improve our communication and engagement with you?	5. Are there ideas or proposals you have about how the county council can work with parish and district councils in the delivery of local services?
Fenland	Samantha Hoy	Samphoy@googlemail.com	Place looks unkempt and untidy		None - go back to the old method	Send out information before decisions are made	No
South Cambridgeshire	Firouz Thompson	firouz.thompson@cambridgeshire.gov.uk	That not only weeds are growing by the side of the roads, but also tree branches that would have been from the trees across the road, so probably damaging drains and other plastic tubes underneath the street. Also some weeds by the side of the road were quite tall, coming up to the window screen of a car on the B1050. On the other hand some of our roundabouts were cut and residents felt that it was a waste of money and that the middle of roundabouts are ok to have wildflowers and some weeds.		I am personally in two minds - with the state of the roads due to potholes and weeds our roads are taking a bashing.	Any comms/email to Parish/Town Councils should include members, if you are sending out an email they should state Dear Parish/Town Clerk and local County Councillor - then we know where the email has gone to. Any updates of the work in our areas.	Decentralisation would be great and a link up with road sweeping and highways work incl. weeding would be great
Fenland	Anne Hay	anne.hay@cambridgeshire.gov.uk	Trip hazards, excess water not draining away, mobility users driving on roads as pavements with vegetation growing through created an extra hazard		The chemicals used are less harmful than normal vinegar, residents see this as a cost saving exercise that they do not support, yes we always need to be seen to be giving best value for money, but listen to the residents of Cambridgeshire this was one step too far	Speak to Town and Parish Councils before implementing such changes, they are nearer to the people on the ground and will give a better indication of what residents want	Yes Consultation Consultation Consultation having said that take on board what they say do not close off your minds listen and take on board
East Cambridgeshire	David Ambrose-Smith	dc@ambrose-smith.co.uk	The parish of Littleport has at times resembled what I assume to be a third world country		Carry on as before, look for efficiencies elsewhere. I do not have the full brief of the alternatives available.	This would depend on the level of engagement: Strategy: member seminars. Day to Day: LHO's monthly reports to members	Check how other LA's work within their area's, find a success story and try to replicate it.
South Cambridgeshire	Susan van de Ven	susan.vandeven@cambridgeshire.gov.uk	weeds growing out of blocked drains, encroaching on key footways significantly reducing width .		better control of weeds. If they are undermining effectiveness of drains and footways, then our network isn't working.	Always tell us if you're considering a major change in policy and allow us to give our feedback before the fact, in order that we may consult with the communities we represent.	Please copy them in to 4. above.
East Cambridgeshire	Piers Coutts	piers.coutts@cambridgeshire.gov.uk	City pavements blocked in places by tall weeds. Drainage in road edges and gullies impeded by weed growth. Unsightly weeds in central areas		Use alternative methods where possible, and retain spraying to use where other methods are impracticable.	Consultation with parish councils in advance on such issues is desirable	I attend most parish council meetings and am happy to help with communication
Fenland	Steve Count	steve.count@cambridgeshire.gov.uk	Unsightly mess and numerous complaints from residents		There are no costs savings, you are destroying the road structure and creating flooding. Glyphosphate is an approved chemical.	The business plan approved £40k for engagement with Councils in the first quarter. This was not done. Start by explaining that.	Stop hidden cost shunting. Deliver core services before allowing expenditure on political priorities.
Huntingdonshire	Simon Bywater	sybywater@live.co.uk	Our roads, cycle ways and footpaths are in a dreadful state due to the explosion of weeds since your policy change. This has an unacceptable detrimental effect on the look, usability, and cost of repair to our highways. My residents are unhappy at how you have made our community look. Those who attempt active travel are angry at the state of the weed-ridden paths they must dodge. We are deeply concerned at the effect this will have on flash flooding, gully's and drains are becoming blocked by weeds.	https://drive.google.com/open?id=18Ms4bVUu8YWd5c0nc74YmB89ZkcdVEI6 , https://drive.google.com/open?id=1hpaQZlZK-JwjSbUG27XjloP1i8fALBex , https://drive.google.com/open?id=1ekGGeEDryep14BtEnI73EdIsKLcj5VFI , https://drive.google.com/open?id=1vUQwBBTMLuXLPPrUfi65uYZUK62T0QcYD , https://drive.google.com/open?id=1UU3hmJlLq6nidF0fzGhyEmVsSCF2doeS	Revert back to the old policy and use better chemicals. It's a vital cost that has to be endured otherwise you'll be paying more for damaged pavements and roads caused by these weeds. If you don't do basic maintenance it costs more long term	Basic courtesy of community communication with Parish Council... come on! This isn't Rocket science. Shame this level of surveying wasn't done in the first place..	Speak to them, engage them like you do with gritting.. utilities volunteers and engage . Don't just stop something. The public are not stupid and if you ignore them like this you end up with angry residents...
Huntingdonshire	Kevin Reynolds	Kevin.reynolds@cambridgeshire.gov.uk	Constant stream of complaints both in person and via E Mail, including parish councils		None, please revert to previous policy which worked well for our communities	Consult and fully explain any future policy changes including probable outcomes, understand the majority of residents / community are about the visual impact of their respective street scenes.	Make LHO,s available to attend at least 2parish council meetings each year

Huntingdonshire	Adela Costello	adela.costello@btinternet.com	They are growing tall, blocking gullies and hampering pavements and street furniture.	https://drive.google.com/open?id=18knhT3A21x6VoMC6lfbh1QhGLNkh5cSI , https://drive.google.com/open?id=18wbFevxy9l-1BdVkeTHLung080QxCluP	Weeds produce seeds which are blown everywhere into people's gardens, farmers fields and all highways land. They produce pollen which is detrimental to people suffering from hay fever and asthma, therefore they need to be controlled. If you are not prepared to use chemicals than you should employ staff to remove them by hand.	All Towns/Parishes have a Clerk who should be the first point of contact. The Clerk will then inform the local Councillors.	As above.
Fenland	Simon King	sjeking@yahoo.com	Proliferation of weeds on footpaths adversely affecting their use. For example there is supposedly a tarmac footpath between 33 and 43 Leverington Common PE13 5DG. It is now submerged under weeds. Unfortunately the photos will not attach.		The Joint Administration needs to do better getting adequate funding from the Government. Parish Councils need to be asked if they want cyclic chemical weed spraying reintroduced in their area and where	Major changes and their consequences to our services need to be made clearer to elected members and to our residents	We should explore how Parish Councils can further support our highway services

1. In your community, what additional impact on the highway have you seen in the last year in relation to weeds?	Q1 TRENDS	2. Do you have any evidence to show the impacts? If so please could you upload it here.	3. The reasons for introducing the policy change were two fold; to reduce the cost of this area of highways services and; to reduce the use of chemicals which are potentially harmful to nature. With this in mind what alternative proposals would you like us to consider to either better control weeds and/or deliver efficiencies in the way we manage highways overall whilst supporting nature and reducing carbon?	Q3 TRENDS	4. We recognise we need to improve our engagement with you. What proposals would you have that could help us improve our communication and engagement with you?	Q4 TRENDS	5. Are there ideas or proposals you have about how the county council can work with parish and district councils in the delivery of local services?	Q5 TRENDS	Positive / Negative / Indifferent	Specific Location Mentioned, Yes or No?
That not only weeds are growing by the side of the roads, but also tree branches that would have been from the trees across the road, so probably damaging drains and other plastic tubes underneath the street. Also some weeds by the side of the road were quite tall, coming up to the window screen of a car on the B1050. On the other hand some of our roundabouts were cut and residents felt that it was a waste of money and that the middle of roundabouts are ok to have wildflowers and some weeds.	OVERGROWN		I am personally in two minds - with the state of the roads due to potholes and weeds our roads are taking a bashing.	COMPLAINT	Any comms/email to Parish/Town Councils should include members, if you are sending out an email they should state Dear Parish/Town Clerk and local County Councillor - then we know where the email has gone to. Any updates of the work in our areas.	MORE COMMUNICATION	Decentralisation would be great and a link up with road sweeping and highways work incl. weeding would be great	SERVICE IMPROVEMENT	N	N
The parish of Littleport has at times resembled what I assume to be a third world country	UNSIGHTLY		Carry on as before, look for efficiencies elsewhere. I do not have the full brief of the alternatives available.	RESTART SPRAYING	This would depend on the level of engagement: Strategy: member seminars. Day to Day: LHO's monthly reports to members	MORE COMMUNICATION	Check how other LA's work within their area's, find a success story and try to replicate it.	SERVICE IMPROVEMENT	N	N
Unsightly mess and numerous complaints from residents	UNSIGHTLY / RESIDENT COMPLAINT		There are no costs savings, you are destroying the road structure and creating flooding. Glyphosphate is an approved chemical.	NOT COST EFFECTIVE / RESTART SPRAYING	The business plan approved £40k for engagement with Councils in the first quarter. This was not done. Start by explaining that.	CCC FINANCES	Stop hidden cost shunting. Deliver core services before allowing expenditure on political priorities.	SERVICE IMPROVEMENT	N	N

EQUALITY IMPACT ASSESSMENT - CCC573528771

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

Your name: Jonathan Munslow

Your job title: Assistant Director - Highways Maintenance

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

Your phone: 07551279215

Your email: jon.munslow@cambridgeshire.gov.uk

Proposal being assessed: Review of Highways Operational Standards in relation to Weed Management

Business plan proposal number: N/A

Key service delivery objectives and outcomes:Review of the Highways Operational Standards in Relation to Weed Management Report to Highways and Transportation Committee 23 January 2024. Objective is to make positive changes to the way weeds growing in the highway are managed. To provide an effective and efficient regime of weed control that balances value for money, risk to road users and community expectations. In 23/24 an operational policy of reactive weed control was implemented. Review of the impact on operations and communities indicates that the policy adopted is not providing the outcomes desired. The proposed change objective is to establish a new operational policy to achieve the desire outcomes from this area of highways maintenance service.

What is the proposal: To change the Highways Operational Standards from Targeted approach at agreed locations identified on risk based approach To Within built up village and town areas within 40mph limits or below, the service will carry out planned chemical weed control with a minimum of two treatments in each year. Where communities prefer that weeds are not treated or removed, the Council will engage and agree a local standard based on engagement with the community. included in the proposal is a one of physical weed removal to remove the current build up of weeds in channels that may be affecting highways drainage

What information did you use to assess who would be affected by this proposal?:The review of the current operational policy consisted of: Survey of County Councillors, District Councils and Town and Parish Councils 2023. Assessments of weed treatment options reports by Cambridge City Council and Milestone- Hampshire. Review of impacts by Highways Officers.

Review of public reports of weeds in the highway 2023.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?:

The Highway is provided for all and everyone. Highways Maintenance is undertaken to support safe and functional use by all users. The policy change will be provided across the highways network providing benefit to all users. It is recognised that weeds can present more of a nuisance to vulnerable road users such as pedestrians and cyclists.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:No

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?:No

What is the significance of the impact on affected persons?:The response from Communities and the public indicates that the 23/24 operational policy has led to detrimental impacts to road users. Feedback indicates that the impact has led to; More perceived risk of slips trips and falls caused by weeds. More concern over the tidiness and state of the highways element of the public realm. Increased concern over flood issues caused by weeds in channels stopping surface water from entering drainage system. The new proposed operational policy will more effectively control weed growth removing the risks and concerns of the public. This should improve the highway for all users.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The highway provides for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. Weeds can be more of a nuisance to those less mobile. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Disability: The highway provides for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. Weeds can be more of a nuisance to those less mobile. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Gender reassignment:

The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users.

The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Marriage and civil partnership: The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Pregnancy and maternity: The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. Weeds can be more of a nuisance to those less mobile. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Race: The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Religion or belief (including no belief): The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Sex: The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Sexual orientation: The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Socio-economic inequalities: The highway provide for all and everyone. Highways Maintenance Service including the management of weeds supports safe use by removing the potential for weeds to cause damage to highways and present a hazard or nuisance to road users. The change in operational policy will more effectively manage weeds in the highway and therefore have a positive effect for all users.

Head of service: David Allatt Service Director Highways and Transport

Head of service email: David.Allatt@Cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Peat Soil Affected Roads – Safety and Management Plans

To:	Highways and Transport Committee
Meeting Date:	23 January 2023
From:	Executive Director of Place and Sustainability
Electoral division(s):	All
Key decision:	Yes
Forward Plan ref:	2024/022
Executive Summary:	<p>This report sets out the work that has been undertaken in response to the Council Motion of 17 October 2023 concerning Peat Soil Affected Road Safety and Management. The report details work already undertaken, and the short and medium-term plans to manage the roads through maintenance and safety management. The report details the actions to achieve the long-term technical solutions and required finances from key funders. A detailed Lobbying Plan is provided at Appendix 4 to highlight this significant issue at the regional and national level.</p>
Recommendation:	<p>The Committee is recommended to:</p> <ul style="list-style-type: none">a) Agree the actions set out in this report to manage the peat soil affected roads following the motion of 17 October 2023.b) Note the work undertaken to identify and prioritise peat soil affected roads.c) Note that the actions outlined in this report can be delivered within the proposed budget for 24/25 onwards and through existing compliant procurement routes.
Officer contact:	
Name:	Jon Munslow
Post:	Assistant Director Highways Maintenance
Email:	jon.munslow@cambridgeshire.gov.uk

1. Creating a greener, fairer, and more caring Cambridgeshire

1.1 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.

As set out in 2.2, climatic conditions (extreme rainfall or dry periods) have significant impacts on the structural integrity of the roads. Should such weather events become more frequent, roads will further deteriorate, so it is increasingly important to implement effective structural, and management solutions, to ensure network resilience.

1.2 Ambition 2 – Travel across the County is safer and more environmentally sustainable.

It is vital that road user safety is maintained on these routes. As set out in this report safety will be managed through a combination of; increased monitoring; appropriate and timely defect repairs and the implementation of traffic management measures.

As set out in 3.12, an empirical, proactive approach to risk has been taken, considering both route demand, and road safety. The County Council Road Safety Team have supported the technical work to date and are producing complementary route risk assessments on soil affected A roads.

1.3 Ambition 6 – Places and Communities prosper.

Safe, reliable, functional roads are crucial to business and commuter transport as well as economic productivity. Proactively managing the soil affected roads will enable safe use by all traffic.

Safety management and improvement of road condition is crucial to support the local economy and enable access to public services. Many of the Soil Affected Roads are important links between communities.

2. Background

Cambridgeshire County Council motion.

2.1 On 17 October 2023, the County Council carried a motion requiring the preparation of a clear plan, following consultation with Parish Councils, to detail:

- Emergency repair work to immediately identify and correct high-risk faults particularly near waterways and steep banks, where this can be done within budgets accessible to the council.
- Short-term safety measures already identified to reduce the risk of road accidents as and when appropriate. Including lowering of speed limits or introduction of weight restrictions.
- A medium-term programme, dependant on Government funding to identify and systematically rebuild the worst sections of roads that residents and businesses rely on to safely travel every day.

- The estimated capital investment required to undertake this essential work and forward plan to lobby Government to secure the necessary funding.

Issues associated with peat soil affected roads.

- 2.2 A significant proportion of the Cambridgeshire road network lies on peat-based soils (primarily, but not exclusively, located in Fenland and East Cambridgeshire District Council areas). These soils naturally saturate and expand in wet weather, and dry-out and contract in dry weather.
- 2.3 This cycle of expansion and contraction affects all roads constructed on peat-based soils across Cambridgeshire and neighbouring authorities to a greater or lesser extent. This results in damage to the road structure, through deformation and cracking at the surface, which cannot flex sufficiently to accommodate this level of movement. Recent years have seen the extent and frequency of these cycles increase, resulting in accelerated deterioration of these routes.
- 2.4 Peat soil affected roads are a pressing issue with significant issues not just for Cambridgeshire, but for the wider nation. The issue of peat soil affected roads presents a national level challenge to maintaining community connectivity through a resilient highway network. Tackling the issue is crucial to ensure safe efficient transport, safeguard the environment, and mitigate the associated economic burden of lost productivity and constant repairs. As with all the County Council's maintenance activities, safety is the primary consideration. Maintaining safety will continue to underpin operational and investment decisions relating to peat soil affected roads.

3 The Main Issues

Action taken so far to tackle peat soil affected roads.

- 3.1 Prior to the October 2023 motion, funding and resources have been directed to the management of drought damaged roads each year as part of the Highways Maintenance Capital Programme. This has been funded through Highways Maintenance budgets, and additional external funding such as the Department for Transport Highways Maintenance Challenge Fund. In 2018 the successful Challenge Fund bid saw the investment of £5 million for a programme of structural improvements at 10 affected locations. In 2021 a further significant programme was undertaken, whereby the B660, Long Drove Holme, B1040 Ramsey Road Pondersbridge, B1093 Fifty Road Manea and B1104 Prickwillow Road were reconstructed. In 2023 Crack and Safety Repairs have been undertaken to B1093 Bennick Road Whittlesey, 40Ft Bank, 16Ft Bank and the A605, amongst others.
- 3.2 The ongoing and increasing need to carry out repairs on the peat soil affected roads demands an increasing proportion of the yearly Highways Maintenance funding. Through further assessment and continuing extreme weather it has emerged there are a significant and increasing number of routes affected by the movement of the soils beneath them. Building on work undertaken in April 2023 a total of 156 'peat soil affected routes' have been identified by County Council officers (see Appendix 1: Peat Soil Affected Roads Longlist).

3.3 **Repair works:** Maintenance engineers have used various innovative solutions on affected routes across the network, including:

- **Edge treatment:** Road edge reinforcement using recycled tyres and sheet piles. This treatment aims to strengthen the road edges on embankments to stop longitudinal cracking and displacement.
- **Recycling:** In-situ recycling of road layers to reprofile affected deformed roads, removing any undulations, and rolling away road edges. The road is ploughed up, broken up, remixed with new binders and re-laid, followed by a surface treatment to seal the road and provide grip and skid resistance. This treatment provides a smoothing of the surface and improved grip. It avoids use of new virgin aggregates and waste material making it a carbon efficient and more environmentally sustainable intervention. The treatment avoids the addition of weight to the road construction which helps avoid increasing the burden on the soils.
- **Reinforcement layers and grids:** Use of grids to provide enhanced structural integrity and enhance load capacity. The grids help provide rigidity to the road construction helping resist the deformation forces that cause the cracks and humps in the road surface.
- **Grip fibre:** In 2022, Officers successfully trialled the use of 'grip fibre' to repair longitudinal cracking and vertical displacement. This repair helps to tackle road cracking, which is particularly hazardous to cyclists and motorcyclists. The fibres resist tearing forces as cracks expand, helping to slow the formation and reformation of cracks.

3.4 Some of the above measures have proved more effective than others. None are providing a long-term maintenance-free solution to these roads that assures ongoing road users safety. Whilst not suited for all roads, in situ recycling surface repair is generally providing a practical short to medium-term solution, in combination with traffic management and speed limit measures.

3.5 **Ongoing route management:** Management of individual roads is tailored to the location, level of deterioration, and use. Generally, the actions taken as a road deteriorates to manage the immediate safety hazards presented to road users are:

- Repair of localised defects through patching to remove localised undulations, potholes, and cracks.
- More extensive patch repairs as the deformation increases.
- Localised, and then route signing, to warn road users of the potential hazards.
- Weekly route inspections to ensure signage remains visible and to monitor the state of the road,

These route management measures are being undertaken by highways teams utilising a standard approach based on the Highways Operational Standards (HOS) and on-site dynamic risk assessments. The works and measures on the roads are implemented at a

scale in line with the risk the road and its location, such as adjacent to water or on a high bank, presents for road users.

3.6 Highways Operational Standards revisions: The Highways Operational Standards were reviewed and updated during 2023 to reflect the risks associated with deteriorating and defective peat soil affected roads, as follows:

- *Cracks and Gaps in Carriageways, a defect already identified in the Highways Operational Standards will be repaired or made safe within 5 days.*
- *New defect of Gaps and Cracks in Cycleways and Footways has been implemented as a Category 1A defect (highest priority) Intervention = Repair or make safe within 36 hours.*
- *Category 2 non safety defect (low priority) Gaps and Cracks (minor) Intervention = Add to planned programmes of work.*

3.7 Safety Inspectors and Local Highways Officers are implementing these additional measures to support the safety of vulnerable road users, and have received complementary guidance, alongside the Highways Operational Standards, attached at Appendix 2.

3.8 The remainder of this report sets out the programme of short, medium and long-term measures to tackle peat soil affected roads, within available budgets, and the plan for attracting additional funding.

Short-term

3.9 In addition to continued route management and emergency defect repairs as set out in 3.5, short-term measures to reduce risk and improve drivability of the affected roads include:

- **Physical road repairs** to (i) remove safety hazards, (ii) to remove undulations, and (iii) remove edge deterioration. This type of repair is being implemented across the affected roads on an on-going basis as the requirement is identified by Highways Maintenance teams.
- **Enhanced safety signage** using temporary and permanent signs along the affected route. This includes the use of edge marker posts to aid and guide users. These have already been implemented on the Sixteen Foot Bank in late 2022, early 2023. As roads are assessed the safety signage is being installed and enhanced as necessary to strengthen and reinforce the messages to drivers. In 2024/25 it is planned to undertake a programme of safety signage on the advisory freight routes (see 3.15).
- **Traffic management measures** including:
 - **Speed limits:** to slow traffic. Speed limits are in place along a number of routes. Examples are Holme Road at Yaxley and the A10 Lynn Road at Littleport
 - **Traffic signals:** to control movement through areas of significant risk. These are currently in place on the B1093 Bennick Road at Whittlesey. As the roads are monitored further, locations may require temporary signals to maintain safety whilst repairs are planned and organised.

- **Temporary road closures with associated diversion routes:** whilst major repairs to dangerous sections of road are designed, funding secured, and implemented. This measure will be used where short-term repairs and other measures are not effective in enabling safe use of a section of road. Signed diversions will accompany any road closures.
- **Weight restrictions:** Consideration has been given to the implementation of weight limits on peat soil affected roads. The theory is that with lighter use the roads may not deteriorate as quickly. However, the nature of the network across the rural areas presents difficulties in achieving benefits from limiting the weight of vehicles on affected roads. A number of factors limit the impact weight restrictions can have:
 - Weight limits on higher use roads (A and B) will generally result in the displaced traffic moving to other peat soil affected roads. The resultant higher volumes of heavy vehicle traffic on these roads could result in increased congestion and accelerated deterioration of these roads.
 - The agricultural businesses across the County tend to use large vehicles and machinery. Where these need access to agricultural land and businesses weight limits will not restrict them using peat soil affected roads.

The application of weight limits as a measure to help manage the peat soil affected roads will need to be carefully considered on a case-by-case basis to avoid detrimental impacts to local businesses and communities. Further work will be undertaken in early 2024 with Traffic Management colleagues to consider how the County Council Heavy Goods Vehicle Policy can respond to peat soil affected route management challenges (for example, the potential for application of structural weight limits on peat soil affected routes).

- **Freight route maintenance:** part of the current work the County Freight Network Map is being used to identify the roads road freight is signposted to use. These roads will be prioritised for maintenance to help support businesses and the economy on the basis that roads designated to carry freight will be higher trafficked roads and have an increased importance in the local economy. Officers will also review the on-road signage to ensure that freight is being directed to use the Freight Network with the aim of reducing large vehicles on roads that can be avoided.

The safety signage on the advisory freight roads that are peat soil affected will be reviewed and enhanced as part of the management strategy across the soil affected roads.

- 3.10 **Funding of short-term interventions:** The Council's Draft Business Plan includes an investment in Highways Maintenance. A proportion of the revenue element of this investment is proposed to be used to implement short term maintenance and safety works on peat soil affected roads, Countywide, in 2024/25. This will be in addition to the normal highways funding allocations.

Medium-term

- 3.11 To further ensure the roads can be used safely a range of medium-term measures will be implemented. These are more extensive and higher cost. The road repairs are extensive

and should provide a number of years before the road surface starts to deteriorate again. The duration these measures are effective for is dependent on the extent of movement of the soils below and the level of traffic using them.

- 3.12 The proposed Highways Maintenance Capital Programme includes schemes to improve Chatteris Road Somersham and Padgetts Road Christchurch planned for 24/25. A number of further Peat Soil Affected roads are identified in the longer term 3-to-5-year indicative programme. These include sections of the A603 at Wimpole, A1101 at Littleport, B1040 at Whittlesey and Ramsey, B1093 Benwick Road, B1381 Chain Causeway and B1411 Hundred Foot bank. The evidence base to help inform future investment considers risk from both a usage and road safety perspective.
- 3.13 County Council officers assess and respond to risk on peat soil affected roads on an ongoing basis, with safety being the fundamental principle underpinning the approach. Supporting workstreams are also progressing, to inform proactive repair interventions and investment packages, as set out below:
- 3.14 **Peat soil affected road route assessments:** A detailed engineering assessment will be carried out for all affected routes. This is combined with safety assessments of the same roads. This initial work, focused on 25 of the 156 roads, will provide a model to be used on all the affected roads to support the safe management of the affected the network.
- 3.15 Officers have initially focused on the 25 *most used* roads to understand the extent of deterioration of these roads and identify maintenance repair options for funding (see Appendix 3). The initial 25 represent the affected roads that carry the most traffic. As such these roads are the most significant in terms of community connectivity and economy.
- 3.16 The assessment provides a score each road using an industry standard for the roughness of a road surface carried out by specialists. Based on the roughness and a detailed engineering inspection of the road, potential interventions are recommended each with varying benefits and associated cost.
- 3.17 This work will be repeated, at a scale commensurate to the importance and risk each road presents for the remaining peat soil affected roads to build up a full assessment and understanding of technical and financial requirements to maintain safe use. This work when completed provides a significant element of the evidence base for making the case for support and funding from potential funders.
- 3.18 In parallel work is ongoing within the Road Safety team to assess the road safety risk and identify specific road safety measures to be implemented. Each route will be fully audited and recommendations for intervention will be provided. All soil affected routes will be considered, and particularly where there are acute risks, such as those routes next to watercourses (e.g., Sixteen Foot Bank). Officers will assess and monitor these risks in accordance with the route management approach set out in this report and consider further intervention as appropriate.
- 3.19 **Methodology to assess safety of 'A' roads:** Furthermore, as part of its wider road safety programme, the County Council Road Safety Team is undertaking International Road Assessment Plan (IRAP) assessments on all the County's 'A' roads. This work will be completed in March 2024 and will proactively assess risks across the entire route (for example, undulating surfaces), attaching associated risk scores and identifying remedial

measures. This work will assist in identifying solutions for associated peat soil affected 'A' roads and will support making the case for further funding.

3.20 Winter maintenance: The winter salting network includes a proportion of the peat soil affected roads. It is not proposed to add additional roads and routes to the winter network this season. Reports and incidents are being monitored. The consideration of peat soil affected roads will be included in the ongoing winter service review.

3.21 Funding of medium-term interventions: The Council's Draft Business Plan includes an investment in Highways Maintenance. A proportion of this capital investment, indicatively £5million is proposed to be used to implement maintenance and safety works specifically on peat soil affected roads. This will be in addition to the normal highways funding allocations (which include, for example, carriageway repairs). Furthermore, officers will continue to liaise with the Cambridgeshire and Peterborough Combined Authority (CPCA) to explore funding opportunities associated with its proposed £9m climate allocation.

Long-term

3.22 The primary long-term focus will be lobbying with key funders and stakeholders to attract the required substantial funding to provide a systemic solution to peat soil affected roads. A Lobbying Plan has been developed and is attached as Appendix 4 Peat Soil Roads Lobbying Plan

3.23 Officers have been working with Department for Transport (DfT) to raise awareness of peat soil affected roads as a regional, climate-driven economic issue. DfT Local Roads, Adaptation and Resilience Officers are engaged and supporting the development of a solution to this. DfT has identified a potential source of limited funding that might be accessed to explore longer term engineering solutions. This is to be explored by officers.

3.24 As part of the lobbying plan national organisations will be engaged to seek advice and support on the issue. These will include association of Directors for Environment, Planning and Transport (ADEPT), Local Government Technical Advisors Group (LGTAG) and Local Councils Road Innovation Group (LCRIG) and England's Economic Heartland amongst others.

3.25 The CPCA published a Climate Action Plan in 2022, which set out a wide range of recommendations to ensure the region can deliver on its net zero goals. Projects outlined to be funded include understanding the economic impact of, and exploring innovative solutions for, drought damaged roads in the Fens and Peterborough. The CPCA Medium Term Financial Plan identifies £9million for the Climate Action Plan. Officers will work with CPCA long term funding for the management of the peat soil affected roads.

3.26 In December 2023, Government announced funding for the Ely Area Capacity Scheme. This scheme will help reduce road freight through improving local rail links. Whilst this will not provide immediate benefit to the peat soil affected roads it will help relieve congestion in the long term.

Consultation with Town and Parish Councils

3.27 As part of the implementation of the short and medium-term measures, a series of engagement meetings are planned to be undertaken with the Town and Parish Councils to

inform them of proposals and seek to understand local implications of traffic management measures with a view to mitigating where possible. These stakeholders also form an important part of the Lobbying Plan for longer term funding.

4. Alternative Options Considered

- 4.1 An alternative option would be to manage the affected roads through an entirely reactive regime. This option does not provide an assured way to maintain safe and functional use of the roads. The nature of reactive interventions is costly, time consuming and higher in carbon than the current short and medium-term measures being undertaken.
- 4.2 Another option would be to exclusively focus on major surfacing and reconstruction. This option is not considered deliverable, particularly in the short-medium term, within available budgets. Major surfacing and conventional reconstruction methods are not providing an increased road life much in excess of the current short and medium-term interventions being carried out.

5. Conclusion and reasons for recommendations

- 5.1 The short, medium and long-term options and approaches are set out and agreement of these is sought from Committee.
- 5.2 The evidence base for the first 25 routes is built and being developed. We will further expand on this evidence base to support the management of the roads and to support lobbying for longer-term funding.
- 5.3 Additional funding is identified through the Council's Highways Investment Plans within the Business Plan 24/25. Opportunity for local and further funding from the CPCA is identified.
- 5.4 A Lobbying Plan is outlined at appendix 4 to highlight the need for funding at a national and regional level to tackle this issue.
- 5.5 Town and Parish Councils will be consulted early in 2024 about the short, medium, and long-term approach to repair and management of the affected network.
- 5.6 Ultimately the long-term repair solutions and associated funding are required. The implementation of the Lobbying Plan is key in achieving the support required to fully resolve the issue of peat soil affected roads. The short and medium-term measures will help support safe use whilst the long-term solutions are achieved.

6. Significant Implications

6.1 Finance Implications

Peat soil affected roads are a continual and increasing draw on available Highway funding. The adoption of the short and medium-term management approach will enable improved and targeted use of funding to support safe use of the affected roads whilst long-term solutions are achieved. The highways asset management approach supports prioritising funding as necessary to these roads.

The proposed additional highways investment from 24/25 will enable more sections of the affected network to be treated early, reducing the need for reactive maintenance.

6.2 Legal Implications

If the roads are not effectively managed there is risk of third-party claims following road traffic collisions. Safety management plans support delivery of the duty to maintain providing and a basis for section 58 defence.

6.3 Risk Implications

Risks as set out below are managed through the evidence-led, planned activity set out in this paper.

Safety risk: risk of road user injury and damage to vehicles resulting from defects on the affected roads.

Financial risk: Increasing costs of maintenance as the condition of the affected roads deteriorates, particularly if a reactive approach is taken to repairs. The decline is forecast to accelerate due to the changing weather patterns and propensity for more extreme weather events.

Reputational risk: Reduction in County Council reputation based on perception of network quality and safety.

Business productivity risk: Delays to journey time due to peat soil affected roads (or associated diversions) compromising business efficiency.

Community connectivity: Reduction in the ability for communities to travel easily and safely between locations, affecting community resilience and quality of life.

Third party claims risk: Increase in third party claims for damage to vehicles due to the road condition.

6.4 Equality and Diversity Implications

The highway is maintained for all users. Consultation with users and communities will help ensure maintenance activities on the affected roads provides a safe and functional network for all users.

A completed Equality, Impact Assessment (EqIA) form ([Equality Impact Assessment Hub](#)) must be attached as an appendix to this report, if appropriate.

6.5 Climate Change and Environment Implications (Key decisions only)

The peat soil affected roads are an impact of the changing weather as a result of climate change. The increasing wet weather and hotter drier summers is resulting in an increase in the cycles of expansion and contraction of the soils below the affected roads.

7. Source Documents

Appendix 1 Longlist Peat Soil Affected Roads

Appendix 2 Peat Soil Affected Roads LHO Guidance

Appendix 3 Peat Soil Affected Roads – Sites Review and Treatment Options

Appendix 4 Peat Soil Affected Roads Lobbying Plan

Peat Soil Affected Roads Long List

Appendix 1

Division	Road Number	Parish	Road Name
Fenland	B1094	Christchurch	Upwell Road
Fenland	B1098	Chatteris	New Road
Fenland	B1100	Christchurch	Padgetts Road
Fenland	C307	Chatteris	Doddington Road
Fenland	C31	Elm	Redmoor Lane & Redmoor Band
Fenland	C81	Manea	Byall Fen Drove
Fenland	C81	Manea	Wisbech Road
Fenland	Unc	Manea	Fallow Corner Drove
Fenland	Unc	manea	Straight Road
East	A1101	Littleport	Bates Drove
East	B1382	Queen Adelaide	Prickwillow Road
East	C132	Littleport	Camel Road
East	C132	Littleport	Hale Fen
East	Unc	Littleport	Redmere
East	Unc	Littleport	Little Marefen Drove
East	Unc	Littleport	Horsley Hale
East	Unc	Littleport	Westmoor Drove
East	Unc	Littleport	Plains Lane
East	Unc	Littleport	Mare Fen Drove
East	Unc	Littleport	Little Ouse
East	Unc	Littleport	Black Horse Drove
East	Unc	Littleport	Bells Drove
East	Unc	Littleport	Poplar Drove
East	B1104	Isleham	Prickwillow Road
East	C141	Soham	Great Fen Road
East	C214	Swaff	Whiteway Drove
East	C214	Swaff P	Headlake Drove
East	C214	Swaff	Station Road
East	C241	Swaff	Ducketts Farm/Prior Fen
East	C241	Swaff	Great Drove
East	C241	Upware	Upware
East	Unc	Lode	Lug Fen Droveway
East	Unc	Swaff P	Headlake Drove Unc
East	Unc	Swaff P	Lords Ground Drove
East	Unc	Swaff	Split Drove
East	Unc	Swaffham	Slades Farm
East	Unc	Lode	Sandy Road
East	Unc		White Fen Droveway
East	Unc	Swaff B	Lords Ground Drove
East	Unc	Lode	Mill Drove
East	Unc	Swaff	Little Fen Drove
East	Unc	Swaff	Barston Drove
East	Unc	Soham	Hasse Road
East	Unc	Swaff	Harrisons Drove
East	Unc	Swaff	Straight Drove
South	C210	Waterbeach	Clayhithe Road
West	B1040	Pidley	Warboys Road
West	B1040	Pidley	Pidley Sheep Lane
West	B1040	St Ives	Somersham Road
West	B1050	Somersham	Chatteris Road
West	Unc	St Ives	Marley Road
West	B1040	Ramsey St Marys	Heren Road
West	B1040	Ramsey	St Mary Road
West	B1096	Ramsey forty foot	Benwick Road
West	B660	Holme	Long Drove
West	B660	Ramsey St Marys	Holme Road
West	C110	Ramsey Heights	Ugg Mere Court Road
West	C117	Warboys	Puddock Road
West	C85	Ramsey Mereside	Wellsbridge
West	C86	Ramsey Mereside	Oil Mills Road
West	C89	Yaxley	Hod Fen Drove
West	C89	Holme	Pingle Bank
West	Unc	Ramsey St Marys	Ashbeach Drove
West	Unc	Ramsey	Ramsey Hollow Drove
West	Unc	Holme	Holme Fen
West	Unc	Holme	New Long Drove
West	B1046	Abbotsley	Gransden Road
West	Unc	St Neots	Woodlands

West	Unc	Abbotsley	Blacksmiths Lane
Fenland	B1040	Whittlesey	Ramsey Road
Fenland	B1093	Whittlesey	Benwick Road
Fenland	B1096	Benwick	Ramsey Road
Fenland	B1099	March	Upwell Road
Fenland	C69	March	Whittlesey Road
Fenland	C79	March	Cross Road
Fenland	C84	Benwick	Ibbersons Drove
Fenland	C85	Benwick	Forty Foot Bank
Fenland	Unc	Wimblington	Nixhill Road
Fenland	Unc	March	Whitemoor Drove
East	A1123	Hill Row	Causeway
East	A142	Wentworth	Ely Road
East	B1049	Wilburton	Twenty Pence Road
East	B1381	Sutton	Chain Causeway
East	B1411	Little Downham	Straight Furlong
East	B1411	Pymoor	Hundred Foot Bank
East	B1411	Little Downham	Westmoor Common
East	C126	Witcham	Hive Road
East	C129	Littleport	O Furlong
East	C130	Little Downham	Main Drove
East	C131	Little Downham	Black Bank Road
East	C155	Wilburton	Station Road
East	C156	Wilburton	Whitecross Road
East	C157	Witcham	Grunty Fen Road
East	Unc	Little Downham	Head Fen Drove
East	Unc	Haddenham	Hoghill Drove
East	Unc	Little Downham	Second Drove
East	Unc	Little Downham	Adventuruers Drove
East	Unc	Little Downham	North Fen
East	Unc	Little Downham	California
South	A603	Wimpole	Cambridge Road
South	B1042	Tadlow	Wrestlinworth Road
South	B1042	Croydon	Lower Road
South	B1046	Longstowe	High Street
South	C195	Madingley	Cambridge Road
South	C196	Madingley	Dry Drayton Road
South	C200	Granchester	Coton Road
South	C273	Guilden Morden	Potton Road
South	Unc	Comberton	Long Road
South	Unc	Orwell	Wimpole Park Road
South	Unc	Gamblingay	Hatley Road
Fenland	A605	Coates	Wisbech Road
Fenland	C11	Tydd St Giles	Middle Broad Drove
Fenland	C12	Gorefield	Popple Drove
Fenland	C12	Tydd/Gorefield	Cross Drove
Fenland	C12	Gorefield	Allens Drove
Fenland	Unc	Murrow	Long Drove
Fenland	Unc	Murrow	Hooks Drove
West	C	Warboys	Fenside Road
West	B1040		
Fenland	B1098	Chatteris, Wimblington & Christchurch	Sixteen Foot Bank
Fenland	Uncl	Murrow/Parson Drove	Cants Drove
Fenland	Uncl	Coldham	Stags Holt & Coldham Bank
Fenland	Uncl	Elm & Fridaybridge	Begdale Road
Fenland	C35	Coldham	Long Drove
Fenland	Uncl	Elm	Gosmoor Lane
Fenland	B1093	Manea	Fodder Fen Road
Fenland	B1093	Manea	Wimblington Road
Fenland	C81	Manea	Wisbech Road
Fenland	Uncl	Manea	Fallow Corner Drove
Fenland	Uncl	Manea	Days Lode Road
Fenland	Uncl	Manea	Straight Road
Fenland	C78	March	Floods Ferry Road
Fenland	C78	March	Knights End Road - bypass side
Fenland	Uncl	March	Nene Parade
Fenland	Uncl	March	Duncombes Road
Fenland	A605	Rings End	Goosetree Road
Fenland	A141	Rings End	March Road
Fenland		Murrow	Long Drove
Fenland		Murrow	Hooks Drove
Fenland		Gorefield	Aliens Drove

east		Queen Adelaide	Padnal Bank
east		Queen adelaide/littleport	branch bank
East		Isleham	Prickwillow Road
South		Waterbeach	Burgess Drove
South		Cottenham	Beach Road
East		Littleport	Bates Drove
North	Uncl	Wisbech St Mary	Willock Lane
North	Uncl	Wisbech St Mary	Rummers Lane
North	Uncl	Murrow & Parson Drove	Silvers Lane
North	Uncl	Murrow	Black Drove
Fenland		Wisbech st mary	Long Drove
Fenland		wisbech st mary	Willock Lane
Fenland		Wisbech St Mary	Rummers Lane
Fenland		Parson Drove	Silvers Lane
Fenland		Parson Drove	
South	B1050	Longstanton	Station Road (Pathfinder Way to Roundabout)
South		Over	Longstanton Road
South		Over	Gravel Bridge Road
South		Oakington	Dry Drayton Road
North		Elm	Bramble Lane
North	B1101	Coldham	March Road
	C34	March	Twenty Foot Road

Appendix 2 – Peat Soil Affected Roads Guidance for Local Highway Officers

Peat Soil Affected Roads Guidance

This guidance has been written for Local Highways Officers.

Where you have identified a carriageway that requires significant road reconstruction due to damage by drought which has resulted in the foundations of these roads having deteriorated, contractors will need to dig deep to replace those foundations to ensure they are resilient against extreme weather. Such work is outside the remit of Local Highway Officers, therefore where you identify locations the below process is to be followed.

1. Place metal A-frame uneven road signs on approach to failed areas and secure with sandbag/s. These can be repeated dependant on site and the Risk Assessment undertaken by the Local Highway Officer.



2. Place metal A-frame SLOW signs on approach to failed areas and secure with sandbag/s. These can be repeated dependant on site and the Risk Assessment undertaken by the Local Highway Officer.



3. Place metal A-frame Ramp signs, where appropriate, on approach to failed areas and secure with sandbag/s. These can be repeated dependant on site and the Risk Assessment undertaken by the Local Highway Officer.



4. Place metal A-frame slippery road signs, where appropriate, on approach to failed areas and secure with sandbag/s. These can be repeated dependant on site and the Risk Assessment undertaken by the Local Highway Officer.



5. The signs should be clearly visible from both directions and a photographic record should be taken by Milestone, along with the location (preferably using What 3 Words). **The signs are to be inspected once a week at a minimum by the LHO** – more frequently if determined by the Local Highway Officer having Risk Assessed the site. On each visit a photographic record must be taken and any missing signs must be replaced.

6. Invite Road Safety to review and check the actions carried out so far (driving the route and giving feedback). Consideration should be made whether the existing speed limit needs to be reduced. If so, an application needs to be made to Streetworks using the Temporary Traffic Regulation Order (TTRO) application within this [link](#).

7. Drought damaged location to be added to the shared file [here](#) and highlighted to the Asset Management team.

8. Advise the local Councillors and direct them to the Asset Management team for any future queries.

Cambridgeshire County Council

Soil Affected Roads – Review of Sites and Treatment Options Report.

January 2024



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Executive Summary

This report assesses Soil Affected Roads within Cambridgeshire. Cambridgeshire County Council (CCC) identified the most used 25 roads by road name using their Highways Infrastructure Resilience Assessment Tool (HIRAM). Soil affected roads are those where the foundation and sub-grade of the road is on organic or peat-based soils. This causes seasonal heave which causes undulations, cracking and differential settlement leading to failure of the road construction.

Cambridgeshire Highways were commissioned to review the 25 sites totalling approximately 100km of the CCC network. Surveys were undertaken to determine a hierarchy of the poorest condition roads and advise on potential treatment options for each site.

- The short-term plan for these sites is to utilise the site plans and hierarchy provided below to monitor and assess their condition using existing a network management process to target intervention. This may include ordering asphalt patch repairs, installing temporary speed limits, signage and traffic signals or in the worst-case road closures. This work is ongoing within CCC maintenance team.
- The medium-term proposal is to take forward the findings of this Report to gain funding for the reconstruction work required to treat the worst of these roads. Site investigations and design work will be undertaken as set out in the CCC guidance document '*Guidance specification for stabilisation/recycling of Fenland Roads*' to determine areas requiring deeper treatment etc. This Report compares the costs for treating all of the sections in poor condition at each site, but is subject to further design and development.
- The long-term plan will be to survey, monitor and manage the wider network. This will involve reviewing the reconstruction work undertaken through the previous 'Drought Damaged Roads' (DDR) programme to determine how those roads are performing and to undertake repeatable data led surveys such as the R3 surveys included in this Report to provide objective results. The data set used for these R3 surveys is different from a conventional Pavement Condition Index (PCI) as it scores the level of roughness, undulation and differential settlement rather than overall pavement condition.

The Report proposes several treatment options with their associated cost, carbon impact and indicative works duration, based on typical construction outputs for comparison. To treat the roads which score below 7 on the International Roughness Index (IR) with the same 'double-geogrid' reconstruction method used for the DDR programme would cost in the region of £45.5million (including 23% optimism bias (OB)). To fully reconstruct the roads removing a significant depth of peat would cost around £85million (inc 23% OB). And to use an alternative deep in-situ recycling method would cost around £37.5million (inc 23% OB).

This Report recommends:

- The table and base plans provided should be used to target funding as it becomes available. The Report gives a hierarchy based on the condition of the roads but this will need to be considered against additional factors such as village/town links and the wider network connectivity.
- The other approximately 100+ soil affected roads not captured within this 25 are surveyed using the same scanning process to ensure there are no other sites or sections of road in a worse condition than these and to provide a baseline data set for future monitoring.
- A review of the Drought Damaged Roads and similar recent reconstruction projects is undertaken to provide a comprehensive review and assessment on how well they are performing and whether there are any trends or site conditions which affect the suitability of each treatment option.

Failure to achieve funding will result in continued worsening of the network and may lead to local road closures having significant impact on local communities until such time as funding can be made available.

1.0 Background

CCC have produced a previous report 'Soil Affected Roads Report on Initial Assessment of Risk and Scale of the issue in Cambridgeshire.' This Report builds on the findings of that and reviews 25 sites within Cambridgeshire.

'Over 1600km of Cambridgeshire road network lies on roads with peat-based soils. These expand and contract significantly across seasons as they become saturated and then dry out. Recent years have seen the extent and frequency of this cycle and the level of damage caused increase, presenting an increasing maintenance burden' SAR report, 2023.

The previous report used the Highways Infrastructure Resilience Assessment Tool (HIRAM) to identify 25 roads as the most used to be reviewed at a network level.

'The traditional methods used to refurbish the roads previously are no longer providing the outcomes in terms of extending life of the roads, halting further decline and providing comfortable and safe surfaces. Longitudinal cracking on routes is posing a particular danger to cycles and motorcycles as well as large lorries. Several roads are constantly requiring extensive localised repairs. More highly used routes now require traffic management; speed limits and safety signing to support safe use.' SAR report, 2023

CCC have maintained this asset over the years by patching and overlaying the affected areas. However, this method has no longevity as it does not address the deeper-seated failures in the foundation layers and subgrade beneath.

A draft guidance note 'Guidance specification for stabilisation/recycling of Fenland Roads' has been produced by CCC which discusses the issue and talks in detail about treatment selection and methodology. That guidance document discusses three longer term options with regard to traffic loadings, existing road structure and sustainability:

- Regen for lightly trafficked roads: Shallow in-situ recycling 150mm deep with cement binder finished with double surface dressing.
- Double Geogrid for higher levels of HGV traffic: Deep plane-out and process ex-situ existing road; return 300mm of unbound recycled aggregate incorporating two confinement geogrid layers, finished with two layers of asphalt.
- Roads containing failing concrete slabs: Shallow plane-out and process ex-situ asphalt layers; rubbilise existing concrete slabs then return 150mm of unbound recycled aggregate incorporating single confinement geogrid layer, finished with two layers of asphalt.

More recently in mid-2021, since the circulation of CCC's draft guidance note, the Client team have trialled a new method of installing geogrids at Cants Drove. This latest technique allows the incorporation of a geogrid below a bound recycled layer, constructed in-situ in a single operation, this can deliver savings in terms of cost, time and carbon.

These shallow and deeper 'geogrid' treatment options are considered within this report alongside other alternatives. When funding has been confirmed for these sites, this guidance document and recent best practice should be used as the basis for intrusive investigation, design and confirmation of treatment options.

2.0 Introduction

Through the Cambridgeshire Highways contract Milestone Infrastructure Services Ltd have been commissioned by CCC to review the 25 Soil Affected Roads (SAR) sites totalling approximately 100km. Additionally, the existing established and trusted supply chain have collaborated on this project and Report with Milestone's Design and Delivery teams. Stabilised Pavements Limited (SPL) have undertaken a wide range of treatments across the CCC network in recent years. Aggregate Industries (AI) undertake the majority of Cambridgeshire Highways resurfacing work and are innovating new lightweight aggregates, low temperature asphalts and other emerging technologies. CCC and their technical leaders have also shared their learning from the previous Drought Damaged Road programme which has led to the development of several treatment options for roads where the subgrade is poor, or the roads have become 'soil damaged' through seasonal heave.

CCC are developing short-, medium- and long-term aspirations for these roads. The short-term plan is dealt with at a network management level whereby roads are regularly visited and assessed and small areas of patching, temporary traffic lights, signage and road closures are implemented. The medium-term plan is covered by this Report and involves planned interventions to carry out partial reconstruction of the carriageway to provide a safe and economic solution. The longer-term process will be an asset management approach to regularly survey and test the affected areas of network alongside a data led review of the interventions undertaken over recent years to determine how they are performing and learn lessons for improvement.

This Report will present a priority list of sites based on surveys undertaken as part of this work. It will propose treatment options with their comparative cost, carbon impact and outputs.

The method used was to review previously supplied Gaist condition surveys and undertake a visual inspection of each site undertaking a videoed drive-through. In addition, R3 surveys have been commissioned to undertake site scanning surveys to present International Roughness Index (IRI) data to determine appropriate areas of each road requiring treatment.

The priority list and site plans provided can be used as a baseline for the short-, medium- and long-term interventions required. Further work will be required following this Report to intrusively trial the foundation layers of each section of road to confirm suitable treatment options.

3.0 Site List

The 25 sites presented for review are shown below. No.6 already has a treatment proposal and so is omitted from this Report. The scheme has already been developed to a point of target costing the works. No.12 has been omitted as the road extends beyond county boundary, so the section through Tadlow is considered as part of No.10

CCC Top 25 Soil Affected Roads

Rd No.	Rd Type	Road Name
1	A605	Wisbech Rd, Coates
2	A1123	Hill Row Causeway
3	A603	Cambridge Road, Wimpole
4	C134	Padnal Bank Queen Adelaide
5	B1093	Benwick Road, Whittlesey
6	B1050	Shelfords Road Willingham
7	B1049	Twenty Pence Road, Wilburton
8	B1381	Chain Causeway, Sutton
9	B1040	Herne Road, Ramsey St M
10	B1042	Lower Road, Croydon
11	B1040	St Marys Road, Ramsey
12	B1042	Wrestlingworth Road, Tadlow
13	B660	Holme Road, Ramsey St M
14	B1099	Upwell Road, March
15	B1046	High Street, Longstowe
16	B1096	Benwick Rd Ramsey forty foot
17	B660	Long Drove, Holme
18	B1096	Ramsey Road, Benwick
19	B1104	Prickwillow Road, Isleham
20	B1411	Straight Furlong
21	B1098	New Road, Chatteris
22	B1050	Chatteris Road, Somersham
23	B1040	Pidley Sheep Lane, Pidley
24	B1094	Upwell Road, Christchurch
25	B1100	Padgetts Road, Christchurch

4.0 Survey Review

4.1 Gaist survey review

In Spring/Summer 2023 Gaist were commissioned by CCC to undertake a countywide pavement condition survey. This data set was reviewed for the 25 sites. The Gaist mapping shows Yellow and Cyan for serviceable roads and Red and Amber for sections in poor condition with a square metre summary. The survey also has a description of the condition with tags for subsidence, cracking, chip loss, fatting, potholes etc.



The limitation of this data set is that it includes all condition data. Pavement Condition Index (PCI) gives a good overall picture of condition however it includes surface deterioration information and did not provide specific undulation or structural failure areas. The example above at Hill Row Causeway is shown as serviceable, however there are significant undulations captured in the R3 data below. It was agreed at commissioning stage that further surveys would be required to determine the sections of road affected and to give an index to compare sites with.

4.2 Video surveys

To begin the review of the 25 locations a site visit and video were undertaken during October and November 2023. The purpose of this was to filter the sites into a hierarchy based on visual condition, undulations, cracking and other salient features. The videos provided an excellent visual review of each site and were reviewed by the project team with advice being sought from within CCC on their previous DDR programme. The sites were prioritised to determine which should be fully surveyed using R3 Surveys.

4.3 R3 surveys

Videos in isolation do not provide a data set which could be assessed objectively and repeated in future years - they are subjective and comparison between sites becomes difficult with so many to concurrently assess. Therefore, in December 2023 R3 Surveys were commissioned to undertake a detailed survey of the worst sites identified through the video review. Due to time constraints only 16 of the sites were visited and surveyed. This consisted of a photo every 5m and a scan of the road surface.

R3 use an International Roughness Index (IRI) system to assess the rutting and undulations within the road surface producing a site map and identifying the worst areas. This includes for areas where cracking and differential settlement has occurred which is the most common failure observed on these soil affected roads. Typically, IRI ranges from 0-3.5 for new pavements up to 6-7 for older pavements which are due a resurfacing intervention. Unfortunately, the survey results for the sites assessed significantly exceed the typical IRI ranges with the worst sites recording 57+.

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As a consequence for the purposes of this Report, it was decided to add additional classifications to determine the areas in poorest condition. Working with R3 additional classification criteria were set as below to enable the very worst sections to be easily communicated.

IRI Project specific classifications	
0 - 3	Good Surface Condition (Major A Road, Motorway Class)
3 - 7	Serviceable (General deterioration, Some rutting and undulations present)
7 - 15	Poor Condition (serious vertical deflection)
15 - 30	Very Poor Condition
30+	Extremely Poor Condition (serious structural failure and/or differential settlement)

This survey data was overlaid onto Ordnance Survey base mapping to provide square meterage of the classifications for each site and areas hatched. Yellow and Green sections were omitted for clarity. For the purposes of this Report as of December 2023 anything 7+ is included as requiring an intervention and it may prove cost effective to include areas with a score of 3 – 7 on a site-specific basis. Where short sections (<50m) of acceptable carriageway exist between two very poor areas these have been included as it is not cost effective to stop-start deep treatments.

5.0 Site plan review

The base plans for each site are included in Appendix 1. The areas are based on OS mapping. The R3 data displays the ranges discussed above, where R3 data is not present the Gaist and Video review data have been transferred to the plans giving a much more simplistic treatment area.

These plans can be used for short term assessment and taken as a baseline for future design, intrusive survey and construction work.

The IRI guidance suggests that anything with a score 7+ is in very poor condition. Some of the sites assessed in this Report had a score of 57+. Approximately 100km of the network is covered by this Report and around 40%, 291,000m² was in a very poor condition with serious undulations and cracking with 20,500m² being classified as extremely poor condition.

Four of the sites have areas in extremely poor condition. For the purposes of the comparison table in Chapter 8.0 these are not separated out from the overall areas requiring treatment. These sites are:

- Straight Furlong, Pymoor – Approx 60m.
- Benwick Road Whittlesey – approx. 20m.
- Benwick Road, Ramsey Forty Foot – Approx 20m.
- Upwell Road, March – Approx 20m.

These are the areas in the poorest condition and it is recommended that they be visited using the base plans to determine if any short term interventions can be implemented.

6.0 Treatment Options

The treatment options included in this Report are focussed on reconstructing and improving the structure and shape of the road in the medium term. CCC are working with other Local Authorities to continuously develop new innovative solutions and best practice for these roads and so this is not an exhaustive list. In the longer term more innovative and radical alternatives will be needed to provide a network which works for soil affected roads.

Part of the issue with the soil affected roads is the load of the road construction itself. Where the surface is undulating the depressions can be subjected to significant hammering action from axle loading, this deepens the depressions and compounds the issue. Across the world there are many examples where raft solutions have been tried, where the road 'floats' above the poor ground conditions. Many of the sites in Cambridgeshire would not be suitable due to the volume of traffic expected and the cost of constructing and effectively maintaining a bridge structure above the poor subsoils. In its simplest application this could be concrete slabs to spread the load, however this has not been successful long term at Prickwillow road and Longstowe High Street both of which are included in this Report and have slabs with differential settlement and failure.

Alternatively, mini-piling of the road has been used elsewhere using a reinforced raft structure above. This is not included in this Report as it would likely prove prohibitively expensive. It could be worthwhile exploring further or considering trial sites prior to settling on treatment options as a longer-term alternative.

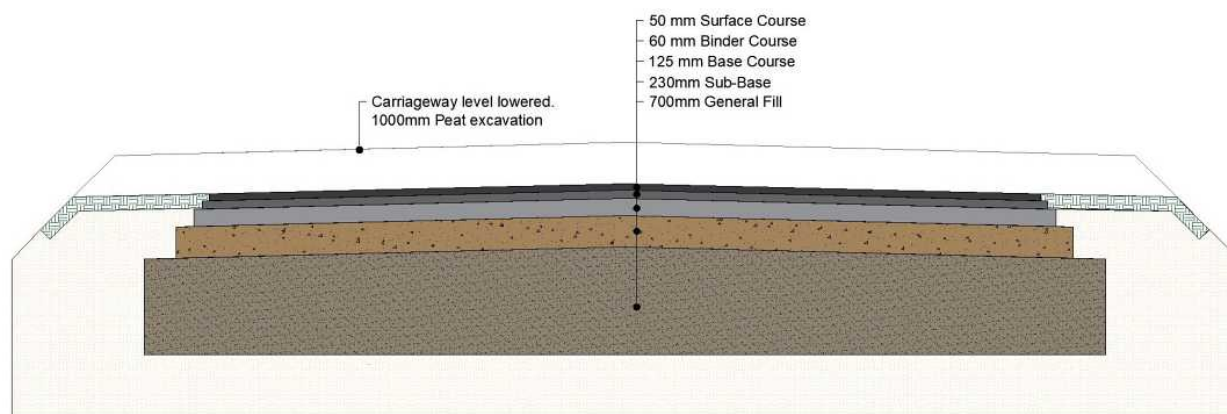
There are examples in Cambridgeshire (Caxton End) where single size sub-base material with cut-off and filter drains have been used to allow groundwater to pass through and under the road. This would likely not be suitable where the peat-based soils swell and contract due to saturation. One option included below which may become economically feasible in the longer term, is the formation stabilisation technique to create a solid formation through binder stabilisation of the existing soil.

Finally, the steep embankments, ditches and causeways found across Cambridgeshire adjacent to the carriageway affect the stability of the road edge. This can lead to slip failure and accelerate the differential settlement. The Strataweb® option included in this Report has been used with some success, however other options include reducing the level of the road, re-cutting or backfilling of ditches, or sheet piling. This would provide a wider stable foundation for the road and should be considered in the design development of these sites.

The treatment options below are presented for comparison and have been used across the county network in recent years. In some of the options where crack seal and surface dressing is indicated, an additional £10/m² (£50k in the example 5,000m² site) can be added to the treatment cost.

6.1 Treatment A: Full depth 'conventional' reconstruction

The most expensive, carbon intensive but longest lasting option would be where practical to remove the existing carriageway construction and excavate the peat soil down to a suitable load bearing sub-grade. This option has proved prohibitively expensive and due to the amount of works and excavation depths required would lead to long road closures to undertake the work. It is anticipated that alternative innovative solutions for stabilising the peat layer will prove more cost effective in the medium term. The example costed in this Report assumes 400-450mm asphalt construction and 1m of peat soil below the carriageway will be removed, although across the fens these depths varies significantly. A suitable general fill would be used as a capping layer and the carriageway re-built above. At many sites it would be possible to reduce the finished road level and so would not need to import and place the full depth of peat, this would also help with slope stability on roads which are currently on banks or causeways with steep verges and drains adjacent.



Treatment A - Full Depth Reconstruction

Cost (Example 5000m ²)	Co2e/m ²	Output per shift (Example 5000m ² duration)	Lifespan (approx.)
£338/m ² (£1.69mil)	38.1	100m ² (50 Day)	Average 10-15yrs*

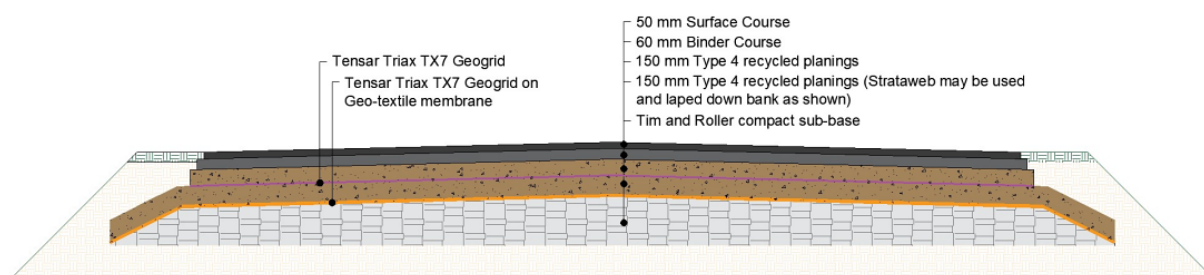
The figures above are based on Cambridgeshire Highways standard estimating tool including 23% optimism bias, including an allowance for Traffic Management and minor vegetation and verge trimming.

*This assumes an interim surface treatment and is based on 5%+ CBR at formation.

6.2 Treatment B: Deep double geogrid through ex-situ processing

This method has been used to mixed but generally positive results on the previous DDR programme in 2018/19. The road is planed and excavated down to circa 400-450mm and disposed of or recycled and re-used. The new construction is built up with two geogrids and Type 4 material to create a stronger foundation layer prior to binder and surface course. The learning from the DDR programme is to use triaxial grids rather than biaxial grids or to consider emerging stronger grid technology such as Tensar Interax. In addition, where steep embankments and verges are an issue Geosynthetics Strataweb has been used to overlap through the formation level and down the verge to increase the slope stability. This is recommended where the site permits.

The guidance document suggests that a design life of 10 years may be achieved although some defects may appear before this, and so crack sealing and surface dressing should be used to extend the life of the pavement further.



Treatment B - 'Drought Damaged' double grid method

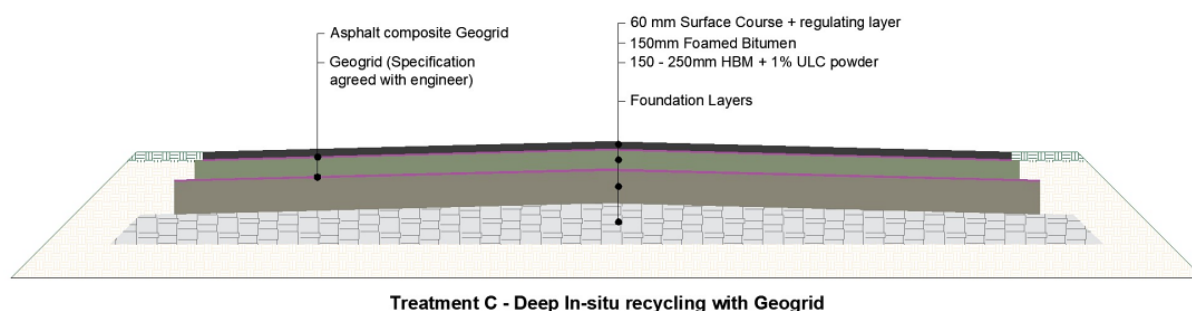
Cost (Example 5000m ²)	Co2e/m ²	Output per shift (Example 5000m ² duration)	Lifespan (approx)
£182/m ² (£900k)	19.2	500m ² (10 Day)	Average 8-10yrs inc crack seal & surf dressing

The figures above are based on Cambridgeshire Highways standard estimating tool including 23% optimism bias, an allowance for Traffic Management and minor vegetation and verge trimming.

*This assumes based on 5%+ CBR at formation.

6.3 Treatment C: Deep in-situ recycling with geogrid

This method has been used by CCC and other Local Authorities with soil affect roads (Norfolk, Essex and East Riding) with generally good results – Case Studies can be found in the Appendices. A geogrid can be incorporated below the recycled layer during in-situ recycling, all in a single pass. This saves time, money and carbon. When placed deeper in the road layers, geogrid is shown to mitigate the risk of cracking and deformation propagating to the road surface. The trial undertaken by CCC at Cants Drove used cement as the primary binder, but this Report proposes the use of foamed bitumen to provide enhanced flexibility, however savings of up to 50% could be achieved by following the previous cement-based approach. This geogrid approach is five times quicker than the double geogrid treatment thereby minimising the impact on residents, businesses, and the travelling public with lower costs associated with a shortened programme. Although foamed bitumen requires a small amount of cement, trials are underway to use an alternative ‘ultra-low’ carbon binder made from calcined clay.

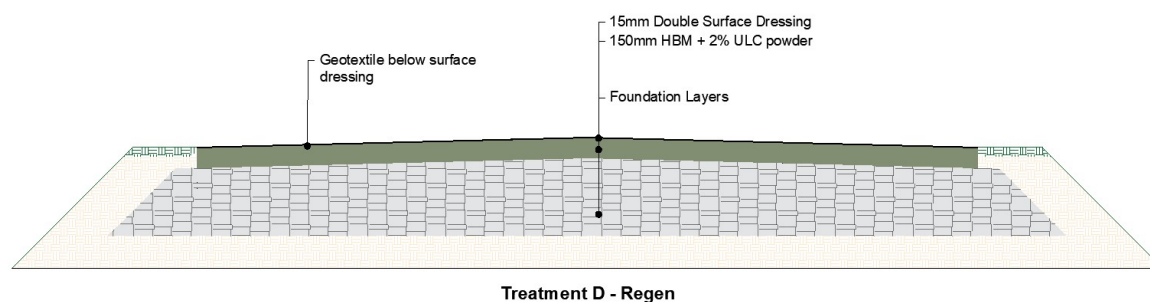


Cost (Example 5000m ²)	Co2e/m ²	Output per shift (Example 5000m ² duration)	Lifespan (approx.)
£150/m ² (£750k)	16.1	2,500m ² (2 Day)	Average 8-10 yrs inc crack seal & surf dressing

The figures above are based on Cambridgeshire Highways standard estimating tool including 23% optimism bias, an allowance for Traffic Management and minor vegetation and verge trimming. (example figures do not include mobilisation etc)

6.4 Treatment D: Shallow regen in-situ recycling

Suitable for lightly trafficked roads and Fenland Drovers, 'Regen' was developed in Cambridgeshire and has been used with positive results for approaching ten years. This approach stabilises the road structure and restores ride quality by pulverising and recycling 150mm of the existing road materials in-place. It includes a low level of cement addition and is sealed from the weather with skid resistance restored by applying two layers of surface dressing. This option does not incorporate a Geogrid below the recycled layer although, again, following successful results on previous CCC trial sites, a geotextile layer is proposed below the double surface dressing to reduce reflective cracking and extend the life of the treatment. In future treatment locations, as referenced above, the use of the 'ultra-low' carbon calcined clay cement alternative is proposed (reflected in the carbon data).

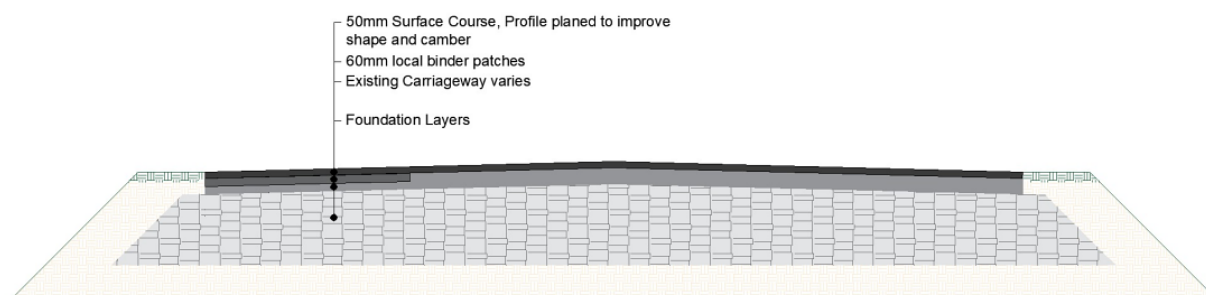


Cost (Example 5000m ²)	Co2e/m ²	Output per shift (Example 5000m ² duration)	Lifespan (approx.)
£46/m ² (£230k)	5.0	2,500m ² (2 Day)	Average 5yrs+ inc crack seal & surf dressing

The figures above are based on Cambridgeshire Highways standard estimating tool including 23% optimism bias, an allowance for Traffic Management and minor vegetation and verge trimming. (example figures do not include mobilisation etc)

6.5 Treatment E: Resurfacing with profile plane and binder patch repairs.

This option is used extensively on the majority of the network and outside of the soil affected roads sites. Binder patches are used to remedy localised failure areas and the shape of the road can be improved by profile planing and inlaying. This option would prove cheapest and so could cover the widest area however it is only included for comparison as it does not resolve the deep-seated foundation issues associated with the roads covered by this Report. At best it would give 1-2 years before extensive cracking and undulations reappear and there is widespread evidence across the county to support that estimate.



Treatment E - Plane and inlay with Binder patches

Cost (Example 5000m ²)	Co2e/m ²	Output per shift (Example 5000m ² duration)	Lifespan (approx)
£40/m ² (£200k)	15.2	1,700m ² (3 Day)	Average 1-2 yrs

The figures above are based on Cambridgeshire Highways standard estimating tool including 23% optimism bias, an allowance for Traffic Management and minor vegetation and verge trimming. (example figures do not include mobilisation etc)

7.0 Emerging Technology and Innovation

The treatment options provided in this Report are some of the current best practice options available which have been used within Cambridgeshire previously.

Emerging technology and innovative products are being trialled in Cambridgeshire and in other Local Authorities dealing with Soil Affected Roads. CCC have technical representation on a joint working group with other Local Authorities to share best practice. As these schemes progress a collaborative approach will be used to assess whether these new solutions are suitable. Some of the options being considered include:

- Tensar Interax** – Biaxial grids have not performed as well as Triaxial grids at sites which have previously had geogrids incorporated. The type of deformation seen in soil affected roads is not linear and often is a combination of tree roots, edge failures and seasonal heave due to water in the sub-grade. Tensar have recently brought to market their new Interax grid which should improve on the performance of a Triaxial grid by using varying 'openings' to create better interlock and to spread the acting load more efficiently through the grid. Interax could also be installed using the rapid 'one-pass' In-Situ Recycling technique.
 
- In-Situ Recycling with foamed bitumen** – Although cement bound layers have proven to be a cost effective and durable treatment, SPL continuously evaluate new materials, techniques and equipment to support the future needs of clients. As the UK has become more familiar with 'foam mix' products, the use of a foamed bitumen when In-situ Recycling has gained wider acceptance. Subject to pre-testing, its use in a variety of highway applications has shown it to be cost effective and comparable in performance to conventional asphalt, offering further carbon savings against alternatives. In the future, even greater carbon savings can be derived from using cement alternatives in the mix, such as Hoffman Green's calcined clay product as detailed below.
 
- In-Situ Recycling with an 'ultra-low' carbon binder** – In collaboration with Norfolk County Council (NCC) and Hoffman Green, SPL have undertaken the first highway project in UK to use their H-EVA calcined clay product as an alternative to Portland Cement. Completed in May 2023, saving 55% CO₂, the client has already deemed the trial a success based on ongoing monitoring and testing. Confidence and their carbon aspirations has already given rise to NCC supporting its wider adoption in 2024.
 
- Lightweight Aggregate (AI)** - Aggregate Industries continue to investigate and trial lightweight aggregate to reduce the carbon intensity of paving processes and to provide a solution where, as seen within the soil affected roads package, carriageway overlay over many years has led to a significant depth and load imposed by the asphalt. This load acts on the formation level of the road exacerbating the effect of poor sub-grade conditions. In some situations, it is not possible to reduce the existing road level and so lightweight aggregate may be an option to reduce the overall loading of the carriageway.
 
- Low Temperature and Low Carbon asphalt (AI)** – Warm Mix asphalt with a lower production temperature than conventional asphalt has been specified across Cambridgeshire wherever
 

possible for a number of years. To decarbonise carriageway resurfacing and reduce energy intensity new asphalt mixes are being trialled to determine their performance against conventional mixes.

- **Formation Stabilisation** – Groundwork company ALLU have been testing and undertaking stabilisation of poor subgrades in Soham, Cambridgeshire (although not for CCC) with positive results. The method is to expose and mix the formation layer injecting or mixing in wet or dry binder to solidify the sub-grade. Whilst this method could be trailed it currently costs around £40/m³ so would be an additional approximately £240 per linear 6m wide carriageway to stabilise 1m of peat.

8.0 Summary of Treatment Options

The suitability of each site for respective treatments has been discussed within the project team and where suitable is included below. Cost (Inc 23% optimism bias), carbon and duration of anticipated road closures are given for Comparison

CCC Top 25 Soil Affected Roads																				
						Profile Plane and inlay with patch repair			Regen			Deep In-situ (300mm) with Geogrid			Double Grid (Tensar Triax or similar) Reconstruction			Full Reconstruction including removal of soil sub-grade (Assumed 1m)		
Priority Order	Original No.		Road Name	Treatment Area (m2)	% Very Poor	Cost	Carbon (Tonnes) 15.2kg/m2	Duration (Wks)	Cost	Carbon (Tonnes) 5.0kg/m2	Duration (Wks)	Cost	Carbon (Tonnes) 16.1kg/m2	Duration (Wks)	Cost	Carbon (Tonnes) 19/2kg/m2	Duration (Wks)	Cost	Carbon (Tonnes) 38.1kg/m2	Duration (Wks)
1	Highest	6 B1050	Shelfords Road, Willingham	6,000								£900,000	96.6	5	£1,092,000	115	7	£2,028,000	229	14
2		16 B1096	Benwick Rd Ramsey forty foot	13,433	40							£2,014,950	216	3	£2,444,806	258	6	£4,540,354	512	18
3		4 C134	Branch (Padnal) Bank Q. Adelaide	12,035	24							£1,805,250	194	3	£2,190,370	231	6	£4,067,830	459	16
4		20 B1411	Straight Furlong, Pymoor	10,534	18				£484,564	53	2	£1,580,100	170	3	£1,917,188	202	5	£3,560,492	401	14
5		25 B1100	Padgetts Road, Christchurch	9,330	13							£1,399,500	150	2	£1,698,060	179	4	£3,153,540	355	12
6		18 B1096	Ramsey Road, Benwick	3,342	13							£501,300	54	2	£608,244	64	2	£1,129,596	127	5
7		19 B1104	Prickwillow Road, Isleham	37,311	12							£5,596,650	601	4	£6,790,602	716	15	£12,611,118	1422	36
8		14 B1099	Upwell Road, March	17,391	5							£2,608,650	280	3	£3,165,162	334	8	£5,878,158	663	23
9		21 B1098	New Road, Chatteris	4,180	5							£627,000	67	2	£760,760	80	2	£1,412,840	159	7
10		9 B1040	Herne Road, Ramsey St M	11,826	4							£1,773,900	190	4	£2,152,332	227	6	£3,997,188	451	16
11		22 B1050	Chatteris Road, Somersham	21,990	4							£3,298,500	354	4	£4,002,180	422	9	£7,432,620	838	29
12		5 B1093	Benwick Road, Whittlesey	35,663	3							£5,349,450	574	4	£6,490,666	685	14	£12,054,094	1359	34
13		2 A1123	Hill Row Causeway	12,985	3							£1,947,750	209	3	£2,363,270	249	6	£4,388,930	495	17
14		17 B660	Long Drove, Holme	6,941	3							£1,041,150	112	2	£1,263,262	133	3	£2,346,058	264	11
15		8 B1381	Chain Causeway, Sutton	19,613	1							£2,941,950	316	4	£3,569,566	377	9	£6,629,194	747	26
16	Medium	11 B1040	St Marys Road, Ramsey	10,859								£1,628,850	175	3	£1,976,338	208	5	£3,670,342	414	14
17		10 B1042	Lower Road, Croydon	11,849								£1,777,350	191	3	£2,156,518	228	6	£4,004,962	451	16
18		13 B660	Holme Road, Ramsey St M	16,968								£2,545,200	273	3	£3,088,176	326	8	£5,735,184	646	23
19		24 B1094	Upwell Road, Christchurch	5,606								£840,900	90	2	£1,020,292	108	3	£1,894,828	214	9
20	Lower	1 A605	Wisbech Rd, Coates	10,015								£1,502,250	161							
21		3 A603	Cambridge Road, Wimpole	12,476		£499,040	190	1				£1,871,400	201							
22		7 B1049	Twenty Pence Road, Wilburton	3,113		£124,520	47	1												
23		15 B1046	High Street, Longstowe	8,271		£330,840	126	1												
24		23 B1040	Pidley Sheep Lane, Pidley	800		£32,000	12	1												

Duration factor x1.2 added to Double grid and Reconstruction for sites under 10wks to reflect mobilisation and efficiencies of longer treatments. Shelfords rd was found to have very thick asphalt layers with additional duration.

9.0 Conclusion

The survey data collected during this project found that 14 of the sites assessed fall well below the International Roughness Index guidance with sections of Very Poor Condition road. These sites are highlighted pink in the '% very poor' column of the table. All sites have a poor road surface with undulations, cracking and differential settlement present.

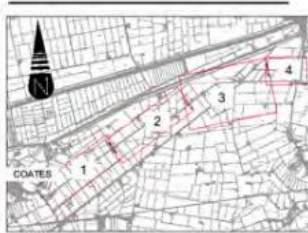
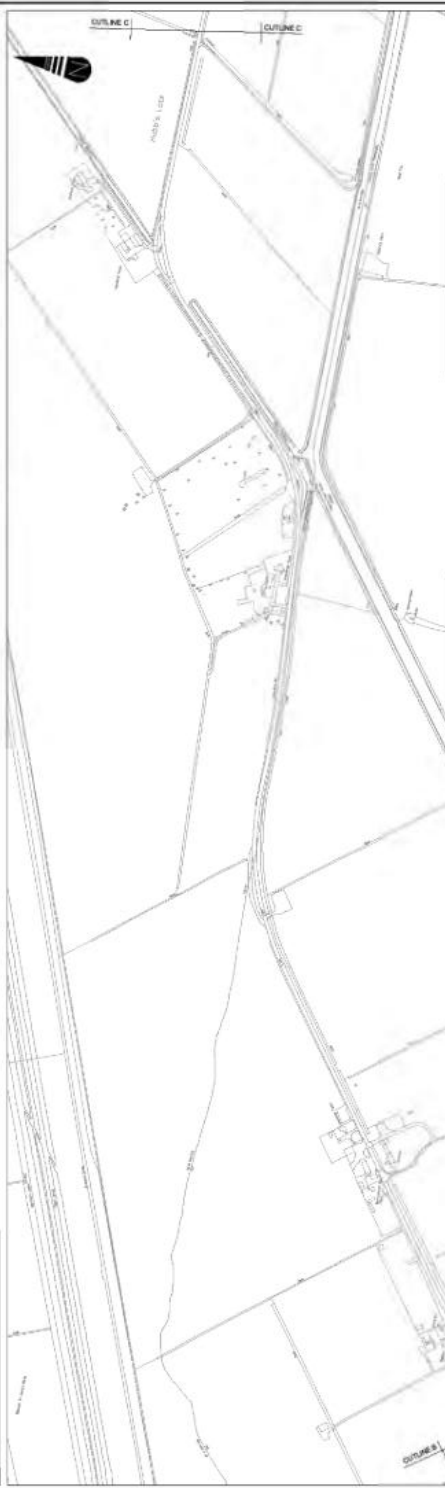
It is noted that the sites continue to deteriorate day by day and it is unlikely that patching and repair will halt this deterioration through Winter 2023/24. In the short term, network management processes are in place and the list and base plans can be used as a hierarchy of sites to be monitored.

The Gaist and R3 surveys are hosted on web-based platforms and will be a significant data set to use going forward to assess and monitor sites. These will be passed to CCC client officers to hold. The Video surveys will also be provided for future reference.

Recommendations

- It is recommended that this Report is used to target funding as it becomes available. The table gives a hierarchy based on condition of the roads currently. CCC will also need to consider additional factors around village/town connectivity and wider network and asset performance to determine the best approach.
- The HIRAM tool was used to determine the 25 most used sites but it is recommended that R3 surveys are commissioned to survey and categorise the other 100+ sites identified to ensure there are no other sites or sections of road in a worse condition than these and to provide a baseline data set for future monitoring.
- It is recommended that a review of the DDR and similar recent reconstruction projects is undertaken to provide a comprehensive review and assessment on how well they are performing and whether there are any trends or site conditions which affect the suitability of each treatment option.

Appendix 1 – Site Plans



KEY:

No R3 Survey data available. Treatment areas determined from Gaist pavement condition survey and visual inspection from video footage.

Poor Condition
8343m²

Very Poor Condition
1672m²

Total treatment area: 10015m²

Rev	Date	Description	Rev	Date	Description
1			2		
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99			100		

Cambridgeshire Highways

Verde Project Change Plan
Willingby Road - Cambridge, H20 600

Drawing Originator

MILESTONE
THE GROUP

A part of MGroup Services
Milestone Group Services Ltd
Registered: Birmingham, 019 239 239
Email: info@milestonegroup.co.uk

Drawing Status

PRELIMINARY DESIGN

Project Name

SOIL AFFECTED ROADS

Title

WISBECH ROAD - COATES

AREA OF INTEREST 001

Sheet Size

A1

Scale

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Drawn By

SC

Checked By

MT

Approved By

MT

Drawn Date

19/12/2023

Checked Date

04/01/2024

Approved Date

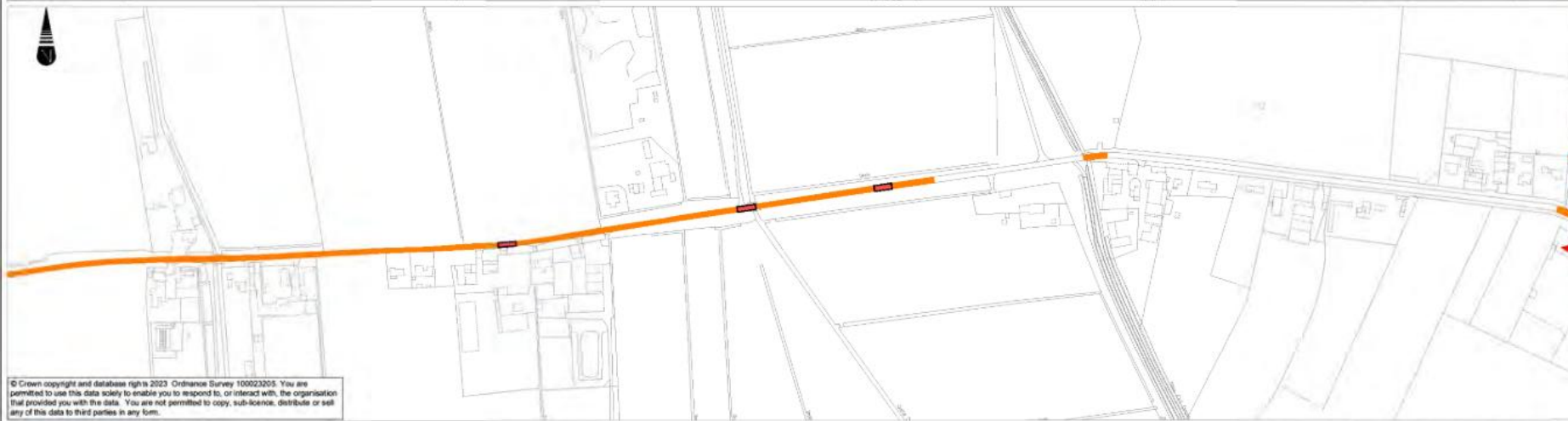
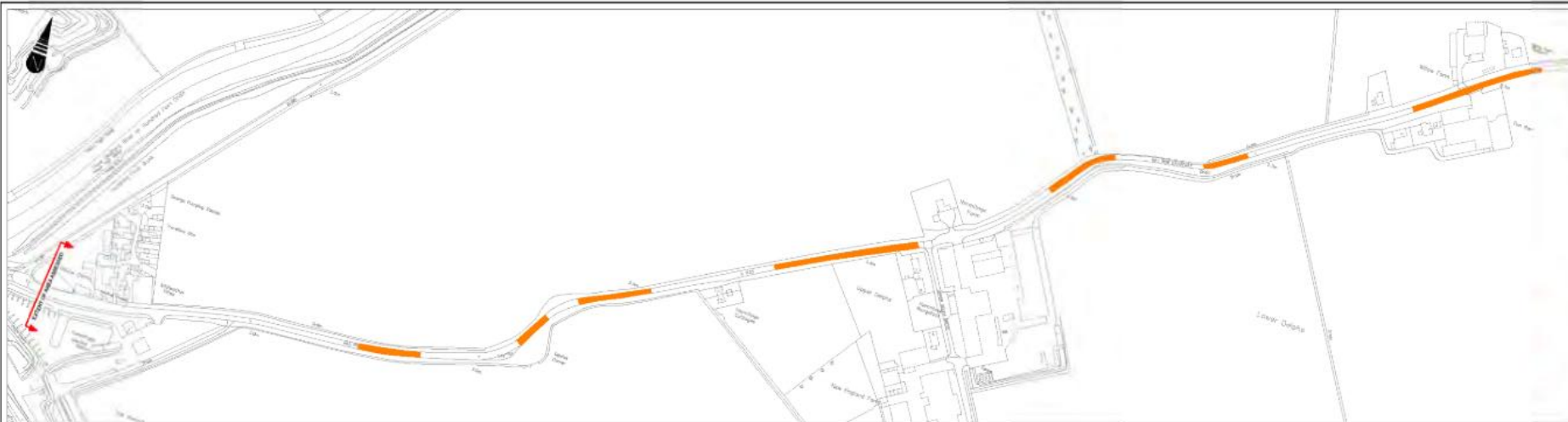
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Status

Rev



NOTES:



KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor
requiring intervention.

IRI 7-15
12641m²

IRI15-30
344m²

IRI 30+ Extremely Poor Condition
0m²

Total treatment area: 12985m²

Rev	Date	Description	By	CHKD	APPD

Provisions

Client

Cambridgeshire Highways

Verde House, Cambridge Park,
Willingley Road, Huntingdon, PE20 6BB

Drawing Originator

MILESTONE
THE ROAD EXPERT

A part of MGroup Services

Headline Client: Cambridgeshire Highways
Responsible: Cambridgeshire Highways

Drawing Status

PRELIMINARY DESIGN

Project Name

SOIL AFFECTED ROADS

The

HILL ROW CAUSEWAY

AREA OF INTEREST 002

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Scale

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Approved by

Drawn Date

24/11/2023

Checked Date

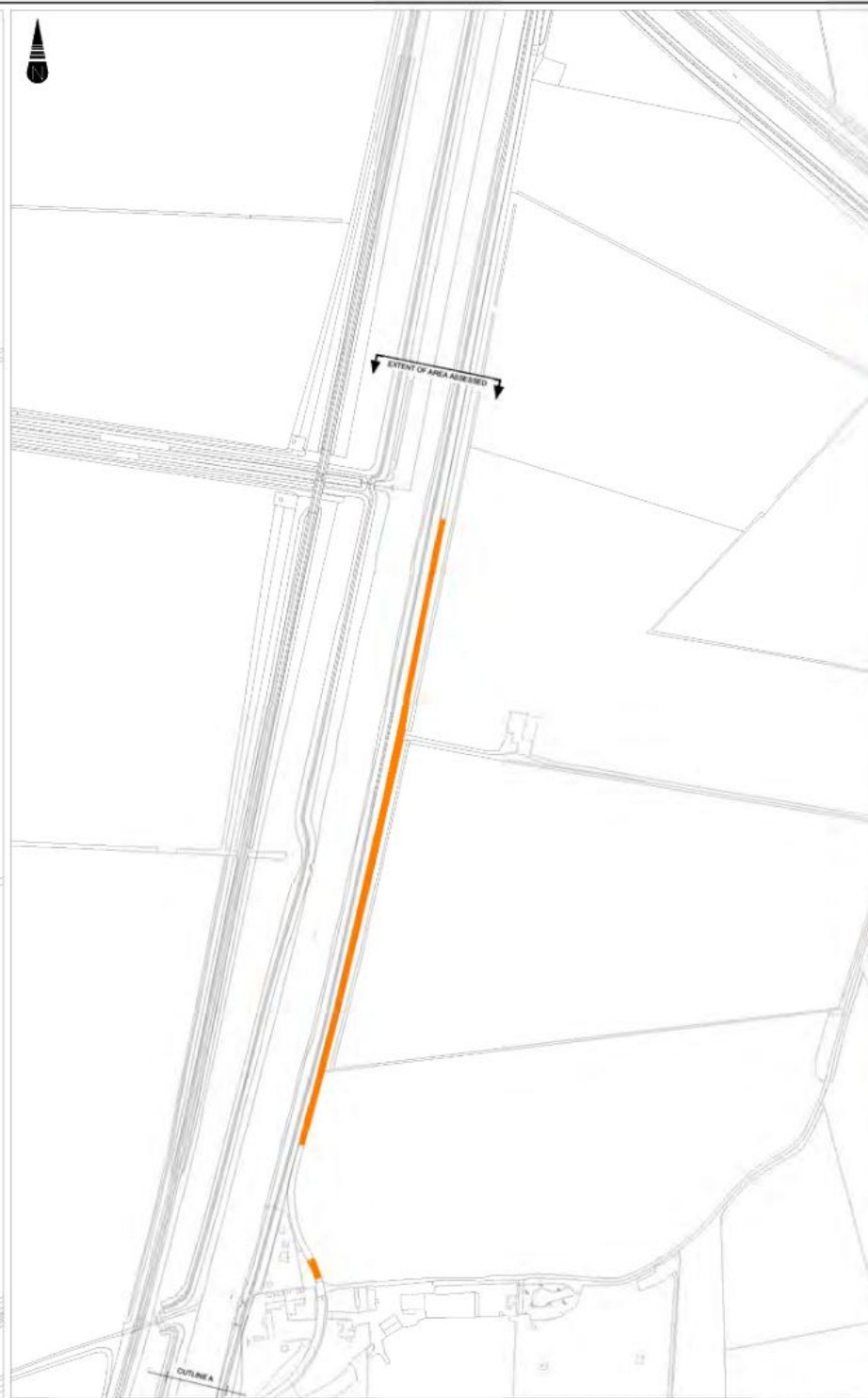
04/01/2024

Approved Date

Drawing Number

Status

Rev



International Roughness Index (IRI)
7+ is categorised as poor to very poor requiring intervention.

IRI 7-15	9193m ²
IRI 15-30	2842m ²
IRI 30+ Extremely Poor Condition	0m ²

Total treatment area: 12035m²

Rev	Date	Description	By	CHKD	APPD

Client

Cambridgeshire Highways

Verde Project: Cambridge Road, Huntingdon Road, Huntingdon, PE10 6DE

Drawing Originator

MILESTONE
THE GROUP

A part of **MG Group Services**

Headline: Civil Services Road, Huntingdon Road, Huntingdon, PE10 6DE

Drawing Status

PRELIMINARY DESIGN

Project Name

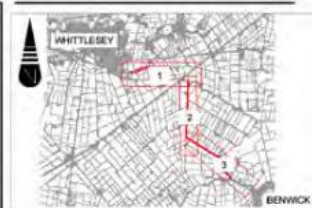
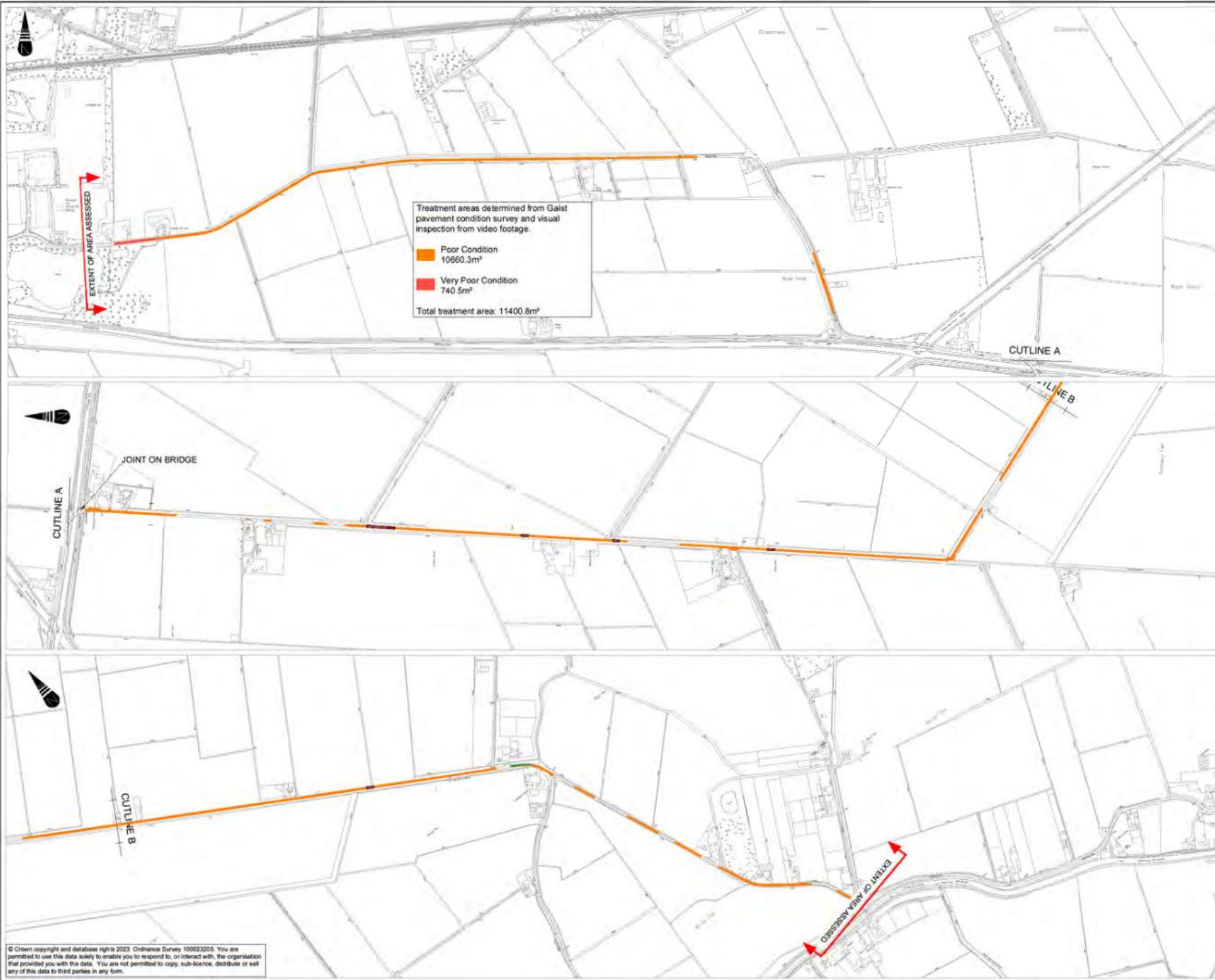
SOIL AFFECTED ROADS

Title

PADNAL BANK QUEEN ADELAIDE AREA OF INTEREST 004

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		Drawn Date	Checked Date	Approved Date
		01/12/2023	04/01/2024	
		Drawing Number	Status	Rev

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KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor
requiring intervention:

IRI 7-15
23,326.9m²

IRI 15-30
813.2m²

IRI 30+ Extremely Poor Condition
120.9m²

Total treatment area: 24,261m²

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99			100		

Cambridgeshire Highways

Verde House, Cambridge Road, Whittlesey, Peterborough, PE21 4BB

Drawing Originator

MILESTONE
THE GROUP FIRST

A part of MGroup Services

Head Office: 100, Bedford Road, Bedford, Bedfordshire, MK43 0PP

Drawing Status

PRELIMINARY DESIGN

Project Name

SOIL AFFECTED ROADS

File

BENWICK ROAD WHITTLESEY
AREA OF INTEREST 005

Sheet Size

A1

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1:5000

Drawn By

SC

Checked By

NT

Approved By

Drawn Date

02/01/2024

Checked Date

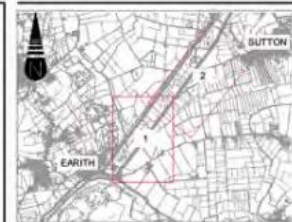
04/01/2024

Approved Date

Drawing Number

Status

Rev



KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor
requiring intervention.

IRI 7-15
19400m²

IRI 15-30
213m²

IRI 30+ Extremely Poor Condition
0m²

Total treatment area: 10534m²

Rev	Date	Description	Rev	Date	Description
1			2		

Revisions

Client

Cambridgeshire Highways



Verde House, 100 High Street, Ely, Cambridgeshire, CB9 9JF

Drawing/Originator



A part of MGroup Services

Headline Client Services Team
Responsible: 01223 300000, 01223 300000

Drawing/Status

PRELIMINARY DESIGN

Project Name

SOIL AFFECTED ROADS

Title

CHAIN CAUSEWAY - SUTTON

AREA OF INTEREST 008

Sheet No	Scale	Drawn by	Checked by	Approved by
A1	1:5000	SC	MT	
		Drawn Date	Checked Date	Approved Date
		18/12/2023	04/01/2024	

Drawing Number

Status

Rev

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KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor
requiring intervention:

- IRI 7-15
11,324.1m²
- IRI 15-30
501.9m²
- IRI 30+ Extremely Poor Condition
0m²

Total treatment area: 11,826m²

Rev	Date	Description	Rev	Date	Description

Client
Cambridgeshire Highways

Verde Project, Cambridge Park,
Willingby Road, Huntingdon, PE20 6BB

Drawing Originator
MILESTONE
THE ROAD CONSULTANT
A part of **MG Group Services**

Headline Credit: Bentley Road,
Barnet, London, NW4 3DP

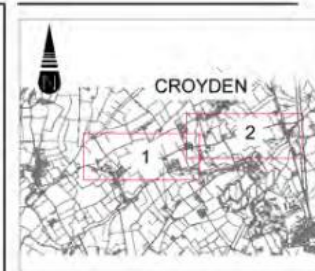
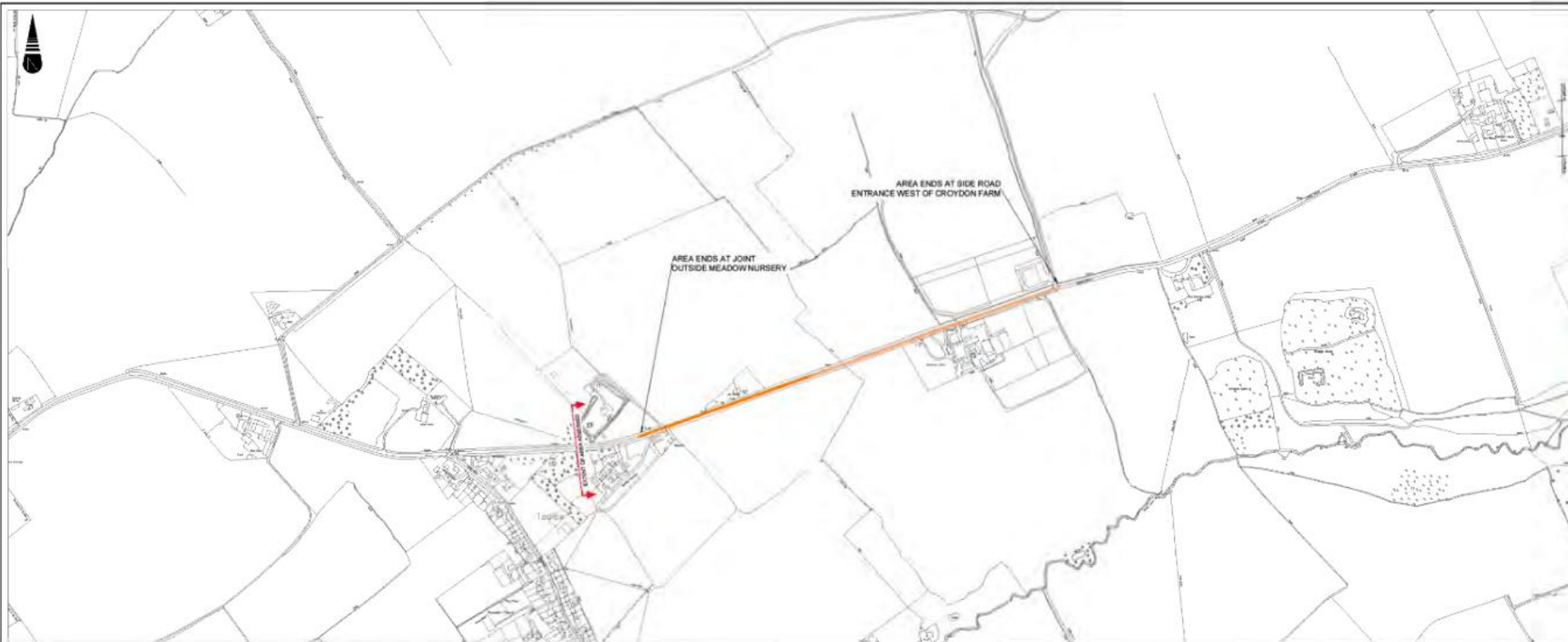
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PRELIMINARY DESIGN

Project Name
SOIL AFFECTED ROADS

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AREA OF INTEREST 009**

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A1	1:2500	SC	NT	
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		03/01/2024	04/01/2024	

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KEY

No R3 Survey data available. Treatment areas determined from Gaist pavement condition survey and visual inspection from video footage.

- Poor Condition
9616m²
- Very Poor Condition
2233m²

Total treatment area: 11849m²

Rev	Date	Description	By	CHKD	APPD

Client
Cambridgeshire Highways

Verde House, Cambridge Park,
Willingby Road, Huntingdon, PE20 6BB

Drawing Originator
MILESTONE
THE CONSULTANT

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Head Office: Barton Road,
Barnack, Huntingdonshire, PE20 2PP
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Drawing Status
PRELIMINARY DESIGN

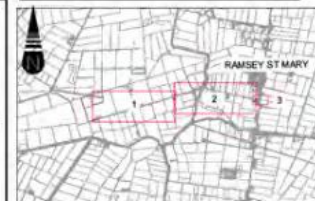
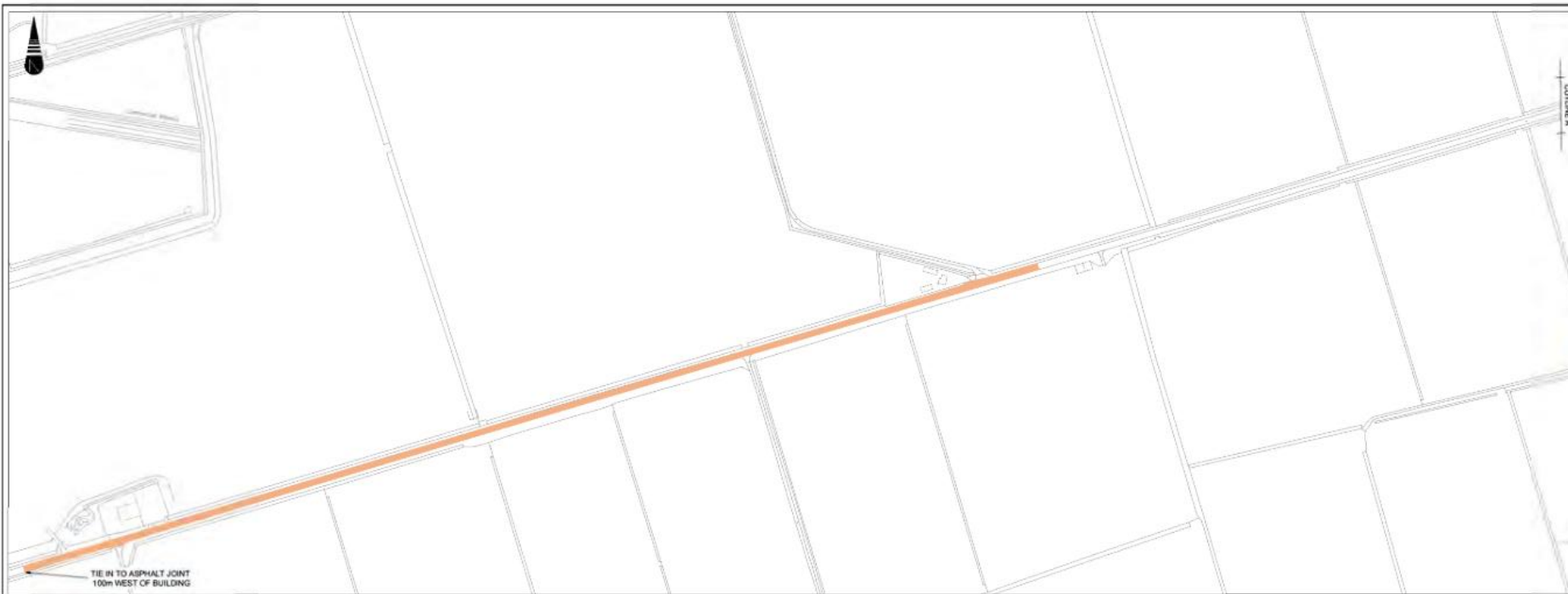
Project Name
SOIL AFFECTED ROADS

Title
**LOWER RD CROYDEN
AREA OF INTEREST 010**

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		Drawn Date	Checked Date	Approved Date
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Drawing Number	Status	Rev

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KEY:

No R3 Survey data available. Treatment areas determined from Gaist pavement condition survey and visual inspection from video footage.

- Poor Condition 13706m²
- Very Poor Condition 3262m²

Total treatment area: 16968m²

Rev	Date	Description	Rev	Date	Description

Revisions

Client

Cambridgeshire Highways



Verde Project, Cambridge Road, Cambridge, Cambridgeshire, CB2 3RQ

Drawing Originator



A part of MGroup Services

Milestone Civil Engineering, 1000 High Street, Cambridge, Cambridgeshire, CB2 3RQ

Drawing Status

PRELIMINARY DESIGN

Project Name

SOIL AFFECTED ROADS

Title

HOLME RD - RAMSEY ST MARY AREA OF INTEREST - 013

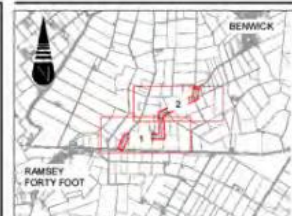
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Drawing Number

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KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor requiring intervention.

IRI 7-15
8,019.7m²

IRI 15-30
5,238m²

IRI 30+ Extremely Poor Condition
175.3m²

Total treatment area: 13,433m²

Rev	Date	Description	Rev	Date	Description

Cambridgeshire Highways

Verde Project Management
Verde Project Management Ltd
Verde Project Management Ltd
Verde Project Management Ltd

Drawing Originator

MILESTONE
THE GROUP

A part of MGroup Services

Drawing Status

PRELIMINARY DESIGN

Project Name

SOIL AFFECTED ROADS

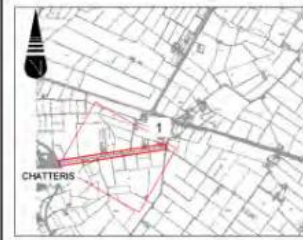
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BENWICK RD RAMSEY FORTY FOOT

AREA OF INTEREST 016

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KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor requiring intervention:

- IRI 7-15
3970m²
- IRI 15-30
210.7m²
- IRI 30+ Extremely Poor Condition
0m²

Total treatment area: 4180.7m²

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Cambridgeshire Highways

Verde Project: Cambridge Road, Cambridge, Cambridgeshire, CB2 3RQ

MILESTONE
THE GROUP'S FUTURE

A part of **MG** Group Services

Headline: Cambridge Road, Cambridge, Cambridgeshire, CB2 3RQ

PRELIMINARY DESIGN

SOIL AFFECTED ROADS

NEW RD CHATTERIS
AREA OF INTEREST 021

Sheet Size	Scale	Drawn By	Checked By	Approved By
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		Drawn Date	Checked Date	Approved Date
		03/01/2024	04/01/2024	
		Drawn Number	Status	Rev

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KEY:

International Roughness Index (IRI)
7+ is categorised as poor to very poor
requiring intervention:

IRI 7-15
28,314m²

IRI 15-30
861.3m²

IRI 30+ Extremely Poor Condition
0m²

Total treatment area: 29,195.3m²

Rev	Date	Description	Rev	Chk	App

Client
Cambridgeshire Highways

Version History: Version 1.0
Cambridgeshire Highways
Cambridgeshire Highways
Cambridgeshire Highways

Drawing Originator
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PRELIMINARY DESIGN

Project Name
SOIL AFFECTED ROADS

The
**CHATTERIS RD SOMERSHAM
AREA OF INTEREST 022**

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A1	1:5000	SC	NT	NT
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		03/01/2024	04/01/2024	

Drawing Number	Status	Rev

Appendix 2 – Case Studies



CASE STUDY

REGEN with Geogrid

‘SPL & Milestone provide sustainable maintenance solution for Green Energy access road’

Scheme:	Cant's Drove, Murrow
Principal Client:	Cambridgeshire County Council
Client:	Milestone Infrastructure
Date:	October 2021
Area:	3,500m ²
In-Situ Process:	REGEN with Geogrid
Tar Bound Import:	850 Tonnes
Surface:	AC20 Binder 40/60 - 60mm thick CA Surface Course PSV60 - 50mm thick
CO₂ Saving:	Over similar depth recon 47 Tonnes



Adapt Biogas, located at the Western end of the Cant's Drove site takes in vegetative waste and Feedstock to create a green sustainable energy, for heating local homes and businesses.

In addition to local farms sending this material into the Somerset Farm site, the anaerobic digestion plant also produces a high level of nutrients and minerals to be recycled back to the land, in the form of solid or liquid digestate transported out of the plant.



Excessive wear from heavy agricultural vehicles and tankers running to and from the Somerset Farm site had taken its toll on the section of Cant's Drove between Adapt's Plant and the B1187 (Murrow Bank) and as such, resolving the damaged road was a priority in addition to enhancing the structural properties to aid future performance under this increasing workload.



CASE STUDY

REGEN with Geogrid



SPL's recycling with a Surface Dressing often used in this kind of rural location would require some adaption for this environment, so following technical analysis of the ground properties and the traffic impact the following enhancements were put forward.

Due to a lack of formal, granular construction and the evolved nature of the road some 850 Tonnes of planings were imported to be recycled within the existing structural layers. Due to the presence of coal tar in the road, this allowed Cambridge to use tar bound arisings from elsewhere in the county which could be encapsulated within the Cant's Drove recycling. This structural benefit also helped to avoid any costly disposal of tar bound carriageway material.

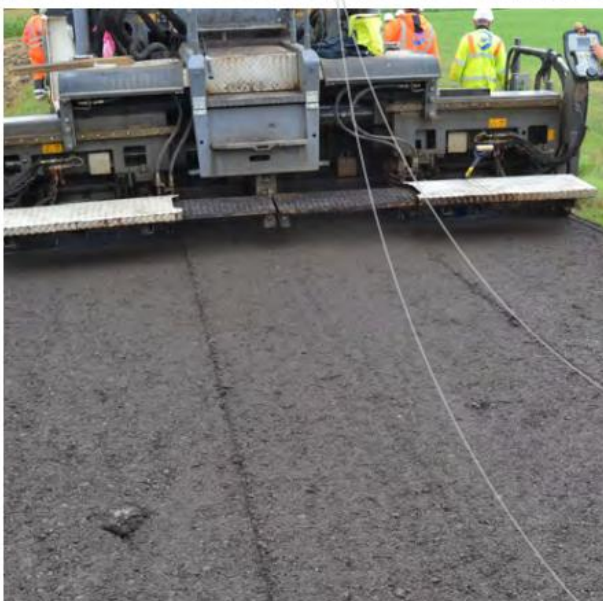


Having imported the additional material, SPL's Wirtgen 380 would not only recycle and create a structural Hydraulically Bound Material to a depth of 150mm with the addition of 2% Cementitious Binder, but also would install simultaneously a layer of geotextile and a layer of geogrid – both would sit below the recycled layer with the grid providing more structural stability and the textile separation layer preventing any clay migration from below when re-opened to traffic.

In order to recycle and install grid and textile in one pass, the Blended Cement was spread and a planer gave an addition 1 metre width so that the 380 could pick up and mix all of the material, feed the paver, which in turn could be set to place the recycling to the required width of the carriageway.

CASE STUDY

REGEN with Geogrid



The recycled layer was completed with a K1-40 emulsion and sealing grit – applied to protect the recycled layer prior to surfacing and prevent the top of the HBM drying out too quickly to prevent any aggregate loss.

Following a light sweep of the carriageway Surfacing was carried out – unlike the usual Surface Dressing application for REGEN, due to the weight of traffic the recycling was capped off with a 60mm thick AC20 Binder course and a 50mm thick Cambridge Asphalt Surface Course. In turn providing a more robust construction over the enhanced recycling.

Due to the pace of installation the site preparation, including excavation of soft areas, the import and spread of planings and recycling complete with Geogrid and textile was complete within 3 days ready for surfacing thereby minimising disruption to the valuable work carried out by the Green Energy provider Adapt Biogas at Somerset Farm.

In addition to the re-use of 850 Tonnes of tar bound arisings the project achieved a Carbon saving of 47 Tonnes over a more traditional reconstruction of the same depth.



CASE STUDY

Norfolk Trials Low Carbon Cement Alternative

‘Norfolk cut the Carbon with cement free binder trial’

Scheme: Eau Brink Road, Wigganhall
Authority: Norfolk County Council
Term Contractor: Tarmac
Date: June 2023
Area: 8,872 m²
In-Situ Process: Regen
CO₂ Saving: 141 Tonnes using CEM 2
 161 Tonnes using H-EVA



The OPC in our blended cement binder used for recycling comes with a high embodied Carbon figure of around 604Kg.CO₂eq/T. This is a result of its highly emissive production involving quarrying, transport, fossil fuel firing and grinding. On this site an alternative has been trialled – based on Ettringite technology.

Using alkaline activation H-EVA is a “Clinker Free” cement produced in France by Hoffman Green approximately 60km from Dover in their Dunkirk.

- H-EVA cement has a mechanical strength of up to 60 MPa within 28 days.
- H-EVA cement has a formulation that does not contain one gram of clinker and a carbon footprint divided by 5 compared to the traditional cement.
- This cement comes in the form of a powder that can be stored in a silo and is perfectly compatible with existing manufacturing processes.
- H-EVA is a cement intended for the market of mortar and coating formulators, building site concretes and road binders.



CASE STUDY

Norfolk Trials Low Carbon Cement Alternative



Using Cem 2, our Carbon Footprint was at 56 tonnes, which, whilst representing a significant 141 tonne saving over a traditional asphalt alternative, amounted to 17.7kg.CO₂eq/tonne.

The H-EVA embodied carbon at 272Kg.CO₂eq/t, reduced our footprint further to 35 tonnes, saving 161 tonne over a traditional asphalt approach and amounted to 11.2kg.CO₂eq/tonne – a decrease of 43%.

Product	Embodied Carbon (kg/tonne)	Project Footprint (kg/tonne)	Saving over traditional asphalt (kg/tonne)
CEM 2	604	17.7	41.7
H-EVA	272	11.2	48.1

As a trial, SPL and Norse Laboratories will be monitoring the H-EVA performance which will determine the longer-term use of the product across the UK as a low Carbon alternative to Blended Cement products containing OPC.

Eau Brink Road in Wiggenhall near Kings Lynn was well suited for Stabilised Pavement's Regen process due to suitable material within the road as well as appropriate levels of traffic.

Our trial hole and coring analysis determined the material suitability as well as understanding the roads characteristics in terms of drainage and edge restraint. Our Ground Penetrating Radar Survey also provided information around services and apparatus which again provided confidence around the in situ works.



CASE STUDY

Norfolk Trials Low Carbon Cement Alternative



As an alternative to formal reconstruction or extensive patch repairs, the recycling of the existing carriageway material with a surface dressing represents a cost appropriate approach to highways maintenance.

Recycling to a depth of 150mm, the existing road layers were pulverised, compacted and re-shaped before the introduction of a cementitious binder (CEM 2 – a blend of 70% OPC and 30% PFA). The binder was spread at 2% by volume before the 150mm layer was mixed through with the blended cement and water to create our hydraulically bound material (HBM) which was once again compacted and shaped to ensure consistent depth of construction.



The profiling of the HBM also allows the smoothing out of high and low points in the existing carriageway, which cannot always be achieved through patch repairs alone. There are several benefits to this re-shaping:

- Road users experience a vastly improved ride quality.
- Falls are created to allow water to be vacated from the running surface.
- The removal of bumps and troughs reduces the impact of dynamic loadings thereby extending the durability and life of the road structure.

In addition to the physical benefits the process is certainly one of the more sustainable approaches available since the re-engineering of the existing road layers does not involve importing virgin aggregates as with traditional asphalt reconstruction.



The recycled content sits at approximately 98% of the materials used – this amounts to 3061 Tonnes of granular material which is kept on site and recycled rather than transported and either treated for re-use or replaced. In turn this vastly reduces associated lorry movements which will not only avoid wear and tear on the surrounding network but also potentially decrease traffic disruption since around 300 lorry movements have been avoided.

Finally, the outputs are impressive. The works were completed in 4 shifts and included the double dressing of 10 & 6mm stone. Less time on site, less disruption and lower costs resulting in Environmental and commercial successes.

CASE STUDY

Deep Recycling & Grid Installation

‘Innovation leads the one pass foam, cement and low layer grid trials in Norfolk’

Scheme:	B1160 College Road, Wissington
Authority:	Norfolk County Council
Term Contractor:	Tarmac
Date:	June 2021
Area:	10,230m ²
In-Situ Process:	Deep Recycling using Down Cut W380CRi CIR machine
Pavement Treatments:	Recycled HBM & Foamed Asphalt laid onto geogrid foundation, surfaced with asphalt overlay
CO₂ Saving:	206 Tonnes



Wissington in Norfolk is the site of British Sugar’s largest refinery in the UK, indeed the largest in Europe, and the local highway network certainly takes the strain. Sitting on peat and soft ground, alongside deep drainage ditches, the client required a deeper solution than simple asphalt patching.

The reconstruction of this section of College Road involved in situ recycling the existing carriageway materials using cementitious binder placed onto the road prior to mixing, to create a Hydraulic Bound Material as well as a section of Foamed Bitumen binder injected into the mixing chamber of the recycler to create Bituminous bound cold recycled material.

The recycled layers in both sections received an Asphalt Binder course and an Asphalt Surface course.



CASE STUDY

Deep Recycling & Grid Installation



In addition, stabilisation was to be enhanced mechanically using a polypropylene grid below the recycled platform.

The grid installation and both the foamed and cementitious recycling was carried out trialling the unique “one pass” approach developed by Stabilised Pavements using the latest generation Wirtgen 380CRi Recycler adapted with a new Grid dispensing attachment.

The extent of the works is a little under 2km of the B1160, heading South from British Sugar’s Wissington Sugar Factory on College Road. Providing access and egress for lorries into and out of the factory in addition to agricultural use and local traffic between West Dereham, Southery and Methwold.



The road condition prior to intervention was cracked and undulating, largely recognised as a result of the underlying ground conditions consisting of black peat and variable moistures. The impact of the peat and moisture has meant the structural integrity of the carriageway above has been compromised and consequently limiting its ability to carry the levels of traffic using it.

The proposed design solution in line with TRL 611 involved reconstruction using an in-situ recycled foundation layer with a structural stiffness sufficient to provide a sound platform for an asphalt binder and surface layer collectively appropriate for the 7.1 Million Standard Axles capacity of the road.

Analysis of this proposal validates the capacity in theory; however, the impact of the sub-grade may be a detrimental influence on the outcome in the longer term. Therefore, the incorporation of a grid was considered a further enhancement to retain the roads performance and condition.



CASE STUDY

Deep Recycling & Grid Installation



A polypropylene geogrid, incorporated into the reconstruction below the recycled layer and above the subgrade had been proposed, which historically would have meant excavation of the carriageway to lay the grid before covering and recycling.

SPL have now developed a pioneering “one pass” technique by using the Wirtgen 380CRI. As the recycling takes place, this state-of-the-art recycler exposes a section of subgrade below the material conveyor for a brief period, presenting the opportunity to roll out the grid before the recycled layer is placed back onto this grid in the road through the following paver.



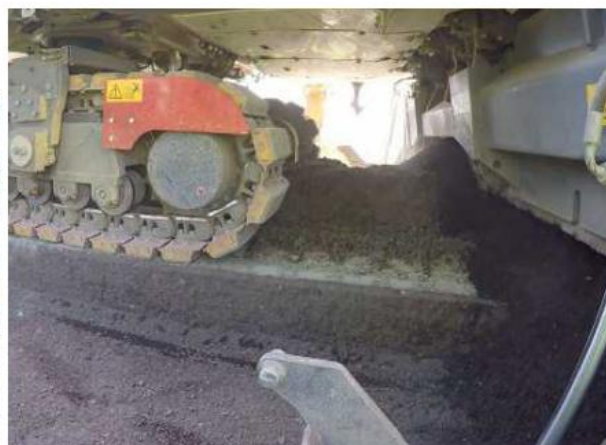
This installation technique has minimal impact on the delivery of the recycling in terms of productivity yet benefits the construction by acting as a spring constraint preventing the development of micro cracks through crack recovery when loads are applied within the grid layer. This mitigation of the development of cracking preserves the structural benefits and life of the hydraulically and bitumen bound recycled layers therefore preserving the integrity as a supporting layer to the Asphalt above.



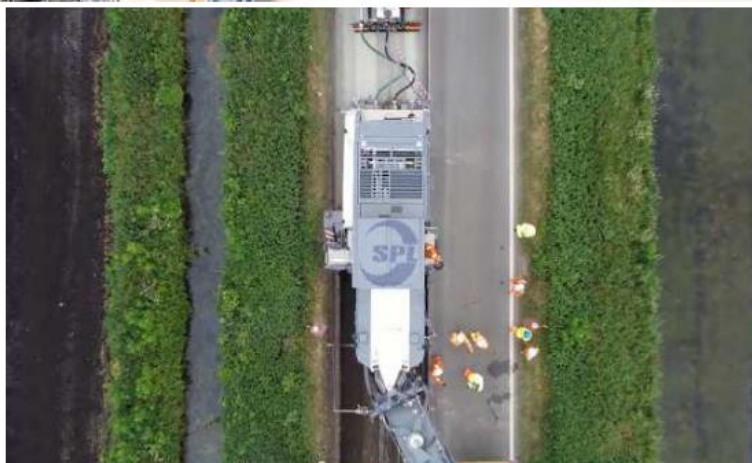
In addition to the successful trial of this installation technique, a trial section using Foamed Bitumen to create a Bituminous bound cold recycled material was also carried out as an alternative to the cementitious Hydraulically Bound Material. Creation of the product in Phase 2 of the works (B1160 East West) was achieved utilising the Wirtgen 380CRI, recycling the existing carriageway aggregate using bitumen with good foaming characteristics and additions of cement and Pulverised Fuel Ash (PFA). This section will be monitored closely to evaluate the impact of moisture and sub-grade to establish performance compared to the HBM.

CASE STUDY

Deep Recycling & Grid Installation



At SPL it is our firm belief that measuring and managing our environmental performance in turn gives rise to innovation and efficiencies that lead to real commercial benefits. With improved efficiency around the grid installation, the high outputs of the W380CRi and the re-engineering of existing carriageway aggregates comes inevitable Carbon benefits. Using the CO2 calculator for this scheme, which considers industry recognised embodied material Carbon numbers as well as variables around travel we can demonstrate a Carbon saving of more than 200 Tonnes over traditional construction techniques. 200 Tonnes of Carbon being the equivalent to Greenhouse Gas Emissions from an average car driving 525,000 miles.



Appendix 4

Lobbying Plan: Securing Funding to Tackle Peat Soil Affected Roads

Objective:

The objective of this lobbying plan is to secure funding from central government and other potential funders to address the issue of soil-affected roads in Cambridgeshire. This plan aims to; highlight the significance of this as an economic, community connectivity and road safety problem; outline the potential solutions, and effectively advocate for financial support to implement long term solutions.

As set out in the accompanying report, the County Council will fund and progress short, and medium term, actions on the network in parallel, though it is recognised that there is a significant longer-term funding gap that Government needs to address.

1. Research and Data Collection:

- Gather information on the extent and impact of peat soil affected roads in the county. **Stage 1 complete Autumn / Winter 2023 (see paper)**
- Compile data on accidents, maintenance costs, and economic losses associated with these roads. **Initial work carried out in 2023 (see paper)**
- IRAP Safety Assessments. **For A class affected roads due Early 2024**
- Identify areas most affected by soil-related road issues. **Stage 1 complete Autumn / Winter 2023 (see paper)**
- Further work in identifying technical solutions and effectiveness of previous interventions – **Continued review of previous interventions combined with monitor of short and medium-term interventions throughout 2024.**

2. Stakeholder Engagement:

- Liaise with local Members, Town, Parish, and City Councils, and businesses affected by the soil-affected roads.
- Identification of key stakeholder groups, to include; National Farmers Union; Federation of Small Businesses; Local Chambers for Commerce; Town and Parish Councils and District Councils; Local Government Association; ADEPT; LGTAG; LCRIG and others to be identified through stakeholders analysis. **by May 2024**
- Form a coalition with above stakeholders who support the cause and are willing to participate in lobbying efforts. Hold meetings, workshops, and public forums to raise awareness about the problem and gather support. **Initial meeting June 2024**

3. Develop a Comprehensive Proposal:

- Building on research and data (see 1) - Conduct a thorough analysis of the soil-affected roads issue to include: detailed estimates of economic, social and transport impacts; further investigation of cause factors; further investigation of innovative long-term engineering solutions. **During 2024**

- Engage with experts and consultants to evaluate the best approaches and technologies available to address the problem. **During 2024**
- Develop a detailed proposal that outlines the scope, costs, and expected benefits of proposed solutions. **By end 2024**

4. Lobby with Central Government Representatives:

- Initial discussions with Department for Transport Local Roads and Resilience leads **carried out 2023. Discussions ongoing,**
- Issue raised with the Chair of United Kingdom Roads Leadership Group (UKRLG) Adaptation, Biodiversity and Climate Board **in December 2023.**
- Continue discussion with DfT and UKRLG through 2024
- Brief key decision-makers in the central government responsible for transportation and infrastructure funding. **July 2024**

Local MPs

Cambridge - Daniel Zeichner MP.

Huntingdon - Jonathan Djanogly MP.

North East Cambridgeshire - Steve Barclay MP.

North West Cambridgeshire - Shailesh Vara MP.

South Cambridgeshire - Anthony Browne MP.

South East Cambridgeshire - Lucy Frazer MP.

DfT Ministers

Mark Harper

Huw Merriman

Lord Davis of Gower

Anthony Browne

Guy Opperman

- Lobby local Members of Parliament (MPs) to advocate for the county's cause at the national level. Present investment proposal and communicate the importance of addressing soil-affected roads and the benefits it will bring to the county and its residents. **Late 2024**
- Provide MPs with the necessary information, data, and proposal to support their efforts in securing funding as part of Lobbying. **Throughout 2024.**
- Encourage MPs to raise the issue in Parliament and engage in discussions with relevant ministers and committees. **Throughout 2024**
- Engage and raise the issue with All Party Parliamentary groups. Potential groups: *City Region Transport, Climate Change, Farming, Local Resilience and Civil Contingency, Transport Safety.*

6. Collaborate with Other Local Councils:

- Reach out to neighbouring counties or councils facing similar road issues and form alliances to strengthen the lobbying efforts. Initial meetings held early in 2023 - to be reinstated with a lobbying focus: **April 2024**.
- Group to share information, strategies, and resources to collectively advocate for funding from the central government.

7. Media and Public Outreach:

- Develop a media strategy to raise awareness about the soil-affected roads issue and the need for central government funding. **April 2024**
- Utilise local newspapers, radio stations, and social media platforms to amplify the message.
- Organize public events, awareness campaigns, and community demonstrations to garner public support.

8. Continuous Advocacy:

- Maintain regular communication with central government representatives, MPs, and other stakeholders throughout the lobbying process.
- Provide updates on progress made, share success stories, and address any concerns or questions raised by decision-makers.

9. Monitor and Evaluate:

- Establish a monitoring and evaluation system to track the progress of the lobbying efforts. **Develop by June 2024**
- Measure the impact of the advocacy activities on increasing awareness and securing funding.
- Use the data collected to refine future lobbying strategies and improve effectiveness.
- Adapt the lobbying strategy as needed based on feedback and changing circumstances.

This Lobbying Plan with an accompanying public communications strategy will be further and more fully developed in early 2024.

EQUALITY IMPACT ASSESSMENT - CCC573445055

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

Your name: Jonathan Munslow

Your job title: Assitant Director Highways Maintenance

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

Your phone: 07551279215

Your email: jon.munslow@cambridgeshire.gov.uk

Proposal being assessed: Peat soil Affected Roads Report

Business plan proposal number: N/A

Key service delivery objectives and outcomes:Peat Soil Affected Roads - Safety and Management Plans - Report to H&T Committee 23 January 2023. 1. Manage the impact of the rapid deterioration of roads across Cambridgeshire that are adversely affected by the soils that the roads are built on. The roads suffer from movement that presents hazards to road users. These hazards on an individual basis are no more than is being managed on the whole road network but the effect of the prevalence along a route and the speed at which these defects are manifesting is presenting a higher level of risk and a higher pressure of demand for repair and management from the Highway Service. 2. Raise the awareness of the issue locally, regionally and nationally with the aim of achieving support and funding for long term engineering solutions and future management of the roads. 3. Report to Highways and Transportation Committee on the work being undertaken in response to a full council motion. The work being undertaken is described in 1 and 2 above.

What is the proposal: 1. Management of the Soil affected Roads 1. Implementation of safety management plans to manage the roads in a safe and functional condition in the short and medium term. - Move from a reactive management of the roads to t a proactive management of the roads. 2. Consultation with local communities and stakeholders to inform them of the management plans seeking to understand any local mitigations that can help the communities and local businesses. - Make communities and businesses aware of the work informing them of the actions the council is taking. Support safe sue through information to users 3. Develop and implement and Lobbying Plan and Strategy to seek support and funding. - Engagement with stakeholders locally, regionally and nationally.

What information did you use to assess who would be affected by this proposal?:Road

network location. Assessment of roads affected. Assessment of risk impacts - initial. Internal service knowledge from local officers and Councillors - to identify and initially prioritise roads. Previous assessment of 'drought damaged roads' analysis and reports carried out by the service. Detailed assessment of road deterioration , engineering solutions and road safety impacts on 25 priority roads. Note - Assessment work is ongoing an action to be undertaken is community, stakeholder and business engagement to more fully assess impacts on the public, communities and economy.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?:
All road users who travel the soil affected roads are affected. This will include County Council Staff carrying out the councils service delivery across all aspects of our services.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:No

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: Yes

What is the significance of the impact on affected persons?:All Road users who use these roads are affected. The majority of the affected roads are in and around the Fenland District Area. However affected roads exist across the whole Cambridgeshire local road network. Fenland is ranked the 2nd most deprived local authority in Cambridgeshire and Peterborough area and the most deprived district in Cambridgeshire. There are 11 LSOAs in the top 20% most deprived in Cambridgeshire and Peterborough in Fenland, 4 of which are in the the 10% most relatively deprived nationally (F 007B March North, F003F Wisbech East, F002C Wisbech West, F002D Wisbech West). - ENGLISH INDICES OF MULTIPLE DEPRIVATION 2019 DISTRICT LEVEL REPORTS SUMMARY REPORT FOR FENLAND VERSION 1.0 NOVEMBER 2019 . The roads support all aspects of peoples lives. As such the impact on inequalities across the Fenland area is increased due to the number of roads affected. For all users of these roads the state of the roads can present a higher road safety risk and potential for costs to be incurred if vehicles are damaged by defects in road surfaces. The proposals and ongoing work seek to mitigate the safety risks through proactive management of the roads in the short and medium term. The long term work seeks to establish funding streams and engineering solutions to remove the risks and detrimental impacts as far as possible.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The Highway provides for everyone in the same way. Highways maintenance is carried out to

support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use. The proposals will support older and less able road users through a more planned approach to the maintenance and management of the roads in the short and medium terms. This will be through responses to defects in road surfaces and improved safety signing.

Disability: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use. The proposals will support older and less able road users through a more planned approach to the maintenance and management of the roads in the short and medium terms. This will be through responses to defects in road surfaces and improved safety signing.

Gender reassignment:

The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways.
The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Marriage and civil partnership: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Pregnancy and maternity: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Race: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Religion or belief (including no belief): The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Sex: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Sexual orientation: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals will provide for better maintenance to provide a safe and functional highway network for all to use.

Socio-economic inequalities: The Highway provides for everyone in the same way. Highways maintenance is carried out to support and enable the public to to pass and repass along the highways. The proposals enable better maintenance to provide a safe and functional highway network for all to use. The improved approach to maintaining the soil affected roads will help

ensure road network resilience to weather and the effects of climate change. Managing safe use and maintaining to sustain and improve functionality will support community connectivity and help businesses using the road network. The prevalence of impacted roads in the Fenland area although not assessed or measured in detail as yet is likely leading to pressures on rural communities and businesses.

Head of service: David Allatt - Service Director of Highways and Transport

Head of service email: David.Allatt@Cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Active Travel Network Maintenance Hierarchy

To: Highways and Transport Committee

Meeting Date: 23 January 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/020

Executive Summary: This report outlines the work in developing standards and approaches to support active travel through highway maintenance. A crucial aspect of this work is establishing an Active Travel Network Hierarchy to provide a basis on which to make network-level and operational decisions. The report sets out changes to the Highways Operational Standards that will support active travel.

Recommendation: The Committee is recommended to:

- 1) Approve the changes to the Highways Operational Standards that support maintenance for active travel, as set out in Paragraphs 3.4 and 3.5 of this report.

Officer contact: Assistant Director – Highways Maintenance

Name: Jon Munslow

Email: jon.munslow@cambridgeshire.gov.uk

1. Creating a greener, fairer, and more caring Cambridgeshire

This report relates to

- 1.1 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.

Development and adoption of an Active Travel Network Hierarchy will help support modal shift by making highways safer and more attractive for walking, cycling and wheeling. This will help reduce car use, with resultant reductions in carbon from transport.

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

Development and adoption of an Active Travel Network Hierarchy will help support modal shift by making highways safer and more attractive for walking, cycling and wheeling. This will help reduce car use with resultant reductions congestion from transport and promote physical and mental wellbeing.

- 1.3 Ambition 4. People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

Making regular journeys on foot or by bike boosts health. Maintaining roads and highways infrastructure in ways that supports active travel helps support health improvement by making walking, cycling and wheeling a more attractive travel choice. Resultant reduction in motor vehicle journeys help reduce traffic congestion, reduce air pollution leading to increased air quality; reduce noise levels which further supports increased physical and mental health and wellbeing.

2. Background

- 2.1 The Council has established an Active Travel Centre of Excellence to accelerate the Council's aims to make travel safer and more sustainable. The effective management of highway infrastructure is a key element towards achieving that aim.

- 2.2 The Council manages and maintains a wide range of assets across a network comprising 4,550km of roads; 2,936km of footways and over 550km of designated cycleways.

- 2.3 Operational decisions relating to the maintenance and management of the highway must be underpinned by a robust network-level, risk-based approach to decision making. This is particularly important when responding to and repairing defects in the highway that are a hazard to road users.

- 2.4 The Council's Highways Operational Standards (HOS) set out the service level standards to be delivered. This includes response action times for various levels of defects. In common with most authorities, the standards for carriageways have been based upon a hierarchy considering motorised vehicle use. Whilst this provides a robust basis for risk-based maintenance decisions, it is not optimised for the support of active travel.

- 2.5 Maintenance hierarchies are a well-established approach for prioritising resource allocation and service delivery towards locations of greatest need and/or strategic importance. They are routinely used for footways and carriageways. However, their use and development as an approach for supporting active travel through the asset management of cycling and wheeling infrastructure or for rights of way is less common.
- 2.6 *Well-Managed Highway Infrastructure*, the national code of practice for highway maintenance for local authorities, recommends the definition of local network hierarchies based on risk; these are typically used, along with specific local factors, for targeting resources and setting maintenance standards, for example:
- For allocating maintenance budgets.
 - For determining inspection frequencies.
 - For determining speed of response to defects.
 - For determining the level of defectiveness that would require maintenance.
 - For setting standards for routine and cyclic maintenance, such as vegetation and grass cutting, gully cleansing.
 - For prioritising planned maintenance schemes.
- 2.7 Following adoption of the active travel maintenance hierarchy, if the Council wishes to do so, maintenance standards will be developed reflecting the Council's ambitions and priorities balanced with resource availability. The resultant hierarchy will be regularly reviewed to ensure it reflects need, use, network growth and change.
- 2.8 The Council has commissioned external advice to help to create a hierarchy for the county's active travel infrastructure and right of way networks to support maintenance that promotes walking, cycling and wheeling. This support is drawing on the Council's own expertise in Highways Asset Management and Active Travel Centre of Excellence to develop the Hierarchy work. Officers are also coordinating with the Greater Cambridge Partnership.
- 2.9 The work so far has resulted in the definition of draft maintenance hierarchy categories. To develop the drafts, a range of available datasets specific to Cambridgeshire and national, publicly available data, have been used.
- 2.10 The approach to prioritising and defining categories will have significant impacts on how budgets are allocated and requires careful consideration. Each section of the road, footway, cycleway and right of way network is allocated a category, based on a consideration of:
1. The **importance** of that section to users
 2. The level of **risk** to users
 3. The **level of use** of that section
- 2.11 The **importance** of a section within a route is a distillation of a range of criteria reflecting proximity to important locations such as schools and hospitals etc. and whether it forms part of a strategic route, such as one identified in the Local Cycling and Walking Infrastructure Plan (LCWIP).

- 2.12 *Risk* factors consider, for example, whether cyclists are protected from high-speed traffic, or whether there is a higher-than-average older population in an area.
- 2.13 Finally, the *level of use* reflects the current and potential for future volume of cycling, walking or wheeling traffic.
- 2.14 It is proposed to have 6 categories in the walking and wheeling hierarchy, 4 categories in the cycling hierarchy and 3 in the Public Rights of Way hierarchy. This number of categories will enable sufficient categorisation of the network to support operational decisions and actions.
- 2.15 Whilst data is limited, it provides a sound basis to identify initial categories for road sections to enable consultees to consider and respond to the proposals. Appendix 2 sets out the data sets used in the development work.
- 2.16 The draft hierarchies have been developed through an interactive process of data analysis and consultation and review by internal staff. The next steps are to gain the input of key stakeholders and local communities, to fill data gaps, and to validate network categorisation based on the local contexts of location, use and community importance.
- 2.17 The resultant hierarchy will enable the council to better direct available maintenance funding to support active travel. The hierarchy will also support the Council in applications for funding outside of normal maintenance funds through presenting a strategic approach to maintaining for active travel. A key consideration of the hierarchy will be deliverability, ensuring that the resulting maintenance regimes would be practically implementable in a timely manner and within budgets.

3 Main Issues

Changes to the Highways Operational Standards

- 3.1 The HOS set out how the Council manages and maintains the highway infrastructure for which it is responsible. It brings together the Council's and the Combined Authority's Local Transport and Connectivity Plan objectives. The HOS details how the principles of asset management will be used to ensure that the Highways Maintenance Service meets the requirements of its users and delivers value for money.
- 3.2 To ensure active travel is supported through maintenance, some changes to the Definitive Map Modification Order Statement of Priority, and Public Path Order Statement of Priority have been made regarding Public Rights of Way. These are:
 - a. The criteria for adoption of new Non-Motorised User (NMU) Routes¹ allocates higher scores to new highways that provide enhanced connectivity and sustainable travel links.

¹ See Appendix 1 (Appendix I of the HOS: Adoption of new NMU routes)

- b. The Definitive Map Modification Order Statement of Priority² enables routes which provide active travel links, and which bring benefits to different types of NMU, to attract higher scores during prioritisation.
- c. The authorisation process for changes to the surface of Public Rights of Way³ has been introduced this year to channel applicants through the correct approval gateways to ensure that enhancements to public rights of way surfaces as part of active travel schemes achieve appropriate stakeholder input.

3.3 Two recent changes to Highway Safety Inspections – Cat 1(1a & 1b)⁴ Defect Investigation levels and Reactive Maintenance Investigatory levels for Category 2 defects have been made under officers' delegated powers and in consultation with the Chair/Vice Chair of this committee.

- d. The addition of a new safety defect so that gaps/cracks on cycleways and footways are now recorded on safety inspections. If risk assessed as Category 1A, these defects will be repaired or made safe within 36 hours, in common with similar defects.
- e. The addition of a Category 2 non safety defects for gaps/cracks in footways and cycleways. These defects will be recorded, and repair requirements added to planned programmes of maintenance work.

These changes will help ensure a safe environment for cyclists and pedestrians, thus encouraging and facilitating active travel.

3.4 The Committee is asked to approve four further changes to the HOS to help align highway maintenance standards to the Council's active travel aspirations. These changes reflect recent changes to operational practice and their formalisation in the standards will further align the highways maintenance policies of the Council with the support of active travel. The changes, as follows, are applicable to all defects within the carriageway that are itemised in the HOS:

- a. Where a defect meeting the investigation level is within 3m of a controlled pedestrian/cycle crossing then it should be assessed as Cat 1A.
- b. Where a defect meeting the investigation level is clearly on the desire line for pedestrians/cyclists crossing the road, or traversing a junction it should be assessed as Cat 1A. A typical example would be where the defect is between dropped kerbs for pedestrian use either side of the carriageway.
- c. Where a carriageway or cycleway defect meets the relevant investigatory level and is 1m or less from the kerb edge, then it should be assessed as Cat 1A.

² See Appendix 1 (Appendix J of the HOS: Definitive Map Modification Order Statement of Priority)

³ See Appendix 1 (Appendix T of the HOS: Change to surface of PROW)

⁴ See Appendix 1 (Appendix A of the HOS: Cat 1 (1a & 1b) Defect Investigation Levels)

- d. Where traffic calming features significantly narrow the road, defects meeting the investigation criteria within the narrowed carriageway should be assessed as Cat 1A.

Category 1A defects are assigned shorter timescales for repair than those categorised as 1B. Such assignment is typically undertaken via an on-site risk assessment, but the importance of defects in these locations is reflected in the removal of the need for such an assessment. These defects will be given higher attention and repaired more quickly. These changes are reflected in Appendix 1 of this report extract of the HOS where they are highlighted in Yellow.

- 3.5 The Committee is also asked to approve a further change to the HOS, to enhance safety for cyclists, which is not current operational practice. This is an enhancement to the above such that:
 - a. Where traffic calming features significantly narrow the road, defects meeting the investigation criteria within the narrowed carriageway **and immediately adjacent, within 3m carriageway area** should be assessed as Cat 1A.

Active Travel Maintenance Hierarchy

- 3.6 The Code of Practice “Well Managed Highways” contains several recommendations to Local Highways Authorities. *Recommendation 12: Network Hierarchy* states “A network hierarchy, or a series of related hierarchies, should be defined which includes all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting, and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling.”
- 3.7 Specific Active Travel Hierarchies are not in general use by local Highways Authorities. Cambridgeshire is an early adopter of their use to support Active Travel. There are limited examples nationally and limited specific guidance on the implementation of this approach.
- 3.8 To develop a functional hierarchy, additional local data will be collected, though consultation with local communities, users, and user groups.
- 3.9 The table below provides timescales for the further development of the active travel hierarchy.

Action	Timeline
Local community and user stakeholder input via consultation on draft hierarchy	April 2024
National Stakeholder Consultation – Active Travel England; Living Streets; Local Access Forum.	May 2024
Review updated Draft Hierarchy	May to June 2024
Consultation on Final Hierarchy	July to August 2024
Consider further changes to HOS	April to July 2024
Hierarchy adoption – H&T Committee	September 2024
Implementation of Hierarchy	September 2024

4. Alternative Options

4.1 The alternative options are:

To not adopt the proposed changes to the HOS. This is not recommended, as these changes are a further step in ensuring highways maintenance standards support active travel.

5. Conclusion and reasons for recommendations

- 5.1 The approval of the proposed changes to the HOS will help ensure that the County's highways are maintained with due regard to the needs of active travel and non-motorised users of the network.
- 5.2 The further development of the active travel hierarchy, including consultation with communities, will be a key step in further alignment of highways maintenance with the Council's active travel aspirations.

6. Significant Implications

6.1 Finance Implications

There are no significant implications within this category. The defects repaired through the new operational standards are funded from the Highways Maintenance Service revenue budgets. The adoption of Active Travel Maintenance Hierarchies will change the apportionment of available funding across the network as part of the highway asset management approach.

6.2 Legal Implications

The standards contained within the HOS regarding the rectification of highway defects, will be key considerations in the Authority's statutory defence to third party claims, under Section 58 of the Highways Act 1980. The proposed changes to defect categorisations are relevant in this respect.

6.3 Risk Implications

There are no significant implications within this category. The defects repaired will remove risk to road users of slips trips and falls.

6.4 Equality and Diversity Implications

What are the equality and diversity implications? See EqIA. The changes to the HOS and the Active Travel Maintenance Hierarchy are designed to improve the quality of provision for all, particularly vulnerable road users.

6.5 Climate Change and Environment Implications (Key decisions only)

Adoption of the Active Travel Network Hierarchy and the changes to the HOS will help support modal shift to sustainable travel. This change, over time, will increasingly contribute to the reduction of carbon in transport. The resulting reduction in motor vehicle travel will help reduce vehicle produced pollutants, improving air quality.

Sign off table for Chief Executive or Executive Director
(*to be deleted by the DSO before publication*)

Area	Officer	Sign off confirmed
Mandatory Sign Offs (these are required for every report)		
Executive Director for relevant area	Frank Jordan	Yes
Finance	Sarah Heywood	Yes
Legal	Pathfinder Legal Services/external solicitors where relevant	Yes (Emma D)
Risk	Chief Executive and Executive Directors	Frank Jordan Yes
Equality and Diversity	EqlA Super User from within Directorate or EDI.Team@cambridgeshire.gov.uk	Jon Munslow Yes (also approved by Faye McCarthy)
Please note that unless the mandatory sign offs above have been met the Corporate Clearance Group will not approve for publication		
Corporate Clearance Group (Head of Paid Service, S151 Officer, Monitoring Officer)	Stephen Moir Michael Hudson Emma Duncan	Yes
Optional Sign off (not necessary if there are no implications)		
Climate Change and Environment	Emily Bolton	Yes
Procurement	Clare Ellis	n/a
Public Health	Kate Parker	n/a
Resource (Assets, IT, & HR)	Chris Ramsbottom Katherine Hlalat Janet Atkin	n/a
Communications	Sarah Silk	n/a

7. Source Documents

It is a legal requirement for the following to be completed by the report author.

7.1 Any supporting or background documents which have been relied upon to a material extent

when preparing the report which are not confidential should be listed here. Where the document is held electronically, please provide a web link(s) if appropriate. Source documents are open for inspection by the public and must be retained for a period of 4 years (by the report author's records section) from the date of the meeting.

Current Highways Operational Standards

<https://www.cambridgeshire.gov.uk/asset-library/highway-operational-standards-20-oct-2023.pdf>

Appendix 1: Active Travel Changes to the Highways Operational Standards

Appendix 2: Hierarchy Data Sources

Appendix 3: Equality Impact Assessment CCC572919320

Highways Operational Standards Appendices

Appendix I - Adoption of New Non-Motorised User (NMU) Routes

Adoption of New Non-Motorised User (NMU) Routes

Introduction

The maintenance of Cambridgeshire County Council's existing highway network is planned and managed through its Highway Operational Standards (HOS), reviewed annually. The Cambridgeshire & Peterborough Combined Authority and County Council's various transport strategies provide the guiding principles regarding the strategic development and management of the transport network, including non-motorised user routes comprising public rights of way and cycle routes ('NMU routes').

Records of the County's highway assets are managed by the Asset Information and Asset Planning teams. These databases provide the basis for the maintenance of the highway network, and include NMU routes.

In order for the network to be effectively planned and managed, both the current and future maintenance liabilities have to be managed. The adoption of new roads is well regulated through the Highway Development Management process. There is also an existing policy specifically regarding the adoption of public rights of way through diversions under the Highways Act 1980.

This policy sets out how the County Council will decide what NMU routes it should adopt in future in terms of need, affordability and consistency. This is particularly important in the current economic climate of ever-reducing budgets where an asset management approach is being taken to highway maintenance.

The policy first sets out the process by which the County Council will decide what new NMU routes it will adopt in future, based on criteria applied equally to all potential candidates.

Secondly, it addresses situations where the County Council has to decide if it will adopt recorded public rights of way not previously maintainable at public expense. It also addresses public path order diversion proposals that would result in additional maintenance liability than is currently the case, such as a change of surface material or additional length.

Classes of public access

Most linear forms of public access in Cambridgeshire exist as public highways, which may or may not be maintainable at public expense, depending on their origin. However, access can also be provided by permission of a landowner, as explained below.

There are six classes of highway, ranging from public footpaths at the lowest level to carriageways at the highest:

- **Footpath** – provides users with the right to pass and repass on foot only. A footpath is geographically separate from carriageways with adjacent footways (pavements).

- **Bridleway** - provides the right to pass and repass on foot, bicycle and horse. However, cyclists should give way to pedestrians and horse-riders.
- **Restricted byway** - provides the right to pass and repass on foot, bicycle, horse and horse-drawn vehicles in equal rights.
- **Byway open to all traffic ('BOAT')** – provides the right to pass and repass on foot, bicycle, horse, horse-drawn vehicles and all motor vehicles. However they usually have a soft surface and many are not suitable for modern vehicles.
- **Cycle track** – may carry pedestrians and bicycles, or only bicycles depending on its designation.
- **All-purpose highway** – these are principally carriageways and carry all types of traffic from Non-Motorised Users to all motorised vehicles. Carriageways are divided into A, B, C and Unclassified categories. Unclassified status includes unsurfaced 'soft' roads. Carriageways may or may not contain footways, cycle tracks or multi-user routes for pedestrians, cyclists and equestrians adjacent to the section used by vehicles. Margins can be provided in or beside a carriageway for horses or driven animals if considered necessary.

Non-Motorised User routes (NMU routes) is a generic term covering all types of public access that can be used by pedestrians, cyclists and equestrians and horse-driven carriages. They include footpaths, bridleways, restricted byways, cycle tracks, and footways and multi-user routes within the highway.

The lengths of the different classes of highway and other public access in Cambridgeshire are shown in Table 1 at Document A. The majority of the highways shown in Table 1 are maintainable at public expense. 1.8% (58km) of public rights of way are known to be not maintainable at public expense; potentially this figure is as much as 9% (291km), depending on their historic legal origin.

The length of cycle tracks is a current estimate. However, it is likely that the figure is significantly higher, because cycle routes have been created over some decades not only by the County Council, but also under agency agreements with the District Councils. They are poorly documented, and so the extent of the County Council's potential liability is unknown. A project is underway to identify the routes.

In addition to these highways, Cambridgeshire has 644km of permissive paths (footpaths, bridleways, restricted byways and cycle routes). The majority of these are maintained privately by the landowner. However, the County Council may be liable for maintaining many of the cycle routes, depending on the agreement (see 3.3-3.4 below).

Methods by which public rights of access are created

The County Council accrues new highways through a number of different legal mechanisms. Many arise through external parties, such as developers and Central Government transport schemes. The mechanisms are shown in Table 2 at Document B.

Highways are also accrued in a number of ways through the County Council's own initiatives, including strategic transport plans and third party schemes. These are set out in Table 3 at Document B. Capital schemes (documented and approved annually in the County Council's Highway Capital Maintenance Programme (HCMP)) are often achieved through the County Council's own powers of 'build and adopt', which technically requires no formal documentation of legal creation. Local Highway Initiatives are approved separately by Members each year, and can include NMU schemes.

Public access can also be provided by permission of a landowner through a formal legal agreement or 'licence' (see Table 4 at Document B). This gives local communities additional valuable facilities, whilst protecting the land from permanent rights being accrued. The majority of permissive paths are not maintainable at public expense.

Many of the cycle routes provided in partnership with the charity Sustrans have been achieved through permissive agreements. Some, such as the Jubilee Cycle Path along Riverside in Cambridge run over existing public footpaths, leading to a dual status and potentially differing maintenance liabilities.

Maintenance Liability

Most new highways will be maintainable at public expense, but there are certain situations in which this will not be the case. These are listed at Table 5 at Document C. Diagram 1 at Document C shows the relationship of different categories of highways and their maintenance liability to the different legal systems of asset record management.

The tables at Document B show that the sources of public access are wide and varied. The County Council has influence over the location and design of most of these highways and permissive routes through negotiation with the parties concerned, and will accept them provided certain legal tests and technical specifications are met.

However, the Authority does not necessarily have control over how many highways it will accrue in a given year. This is because it is a function of many factors, such as the amount of development coming on-stream, the issues involved with each scheme, and when Central Government gives approval for major transport schemes.

Another factor is that landowners can apply to divert public rights of way that are not currently maintainable at public expense and, if the relevant legal tests for diversion are met, the County Council will become liable for such diverted paths. However, the burden of taking on maintenance liability is not one of the legal tests for diversions. This policy addresses this issue.

The Asset Management approach to adoption of NMU routes

In order to ensure that the County Council can afford to take on new NMU routes and public rights of way that are not currently maintainable at public expense, two sets of criteria have been developed. Proposals will be assessed against the relevant criteria for the category as set out below. The criteria can be found at Document D.

Criteria Set 1: Adoption of New NMU Routes

The first set of criteria at Document D applies to all new NMU routes proposed through i) the planning and development process in negotiation with Asset Management; ii) new public rights of way proposed by landowners or other third parties outside of the development process; and iii) through all the County Council's own transport initiatives. The application of these criteria will ensure an auditable consistency of approach. It will not affect proposals negotiated with the County Council's Highway Development Management team (under section 38 and 278 Highways Act 1980 agreements).

New NMU routes covered by this policy include:

- Public rights of way
- Dedicated cycle tracks
- NMU routes within the highway
- Permissive paths and cycle routes

The criteria are based on:

- Cambridgeshire County Council's Vision as set out in its 2021-22 Business Plan:
 - Communities at the heart of everything we do
 - A good quality of life for everyone
 - Helping our children learn, develop and live life to the full
 - Cambridgeshire: A well-connected, safe, clean, green environment
 - Protecting and caring for those who need us
- Statements of Action from the County Council's Rights of Way Improvement Plan policy (adopted 2006, revised 2016).
- The Cambridgeshire Health & Well Being Strategy 2012-2017¹
- Good practice developed over years of experience by the County Council's Cycling team and Asset Information team.

In order to be successful, a scheme must achieve a threshold score of at least 75% (see scoring notes in Document D). A Viability and Affordability criterion will mean that schemes must demonstrate that they are sustainable in terms of ongoing maintenance. Schemes that cannot demonstrate this will not pass. Project Managers will be expected to agree the Viability and Affordability score with Highway Asset Management and the relevant local highways office. Scoring for the other criteria will need to be agreed with Asset Information and the relevant Highway or ROW Officer. Solutions to enable viability include ensuring that the route is built to the County Council's Housing Estate Road Construction Specification.

Schemes that pass will still have to undergo their relevant legal process, for example Public Path Creation Agreements and Orders through the formal Highways Act 1980 process. Schemes that are adopted via the Highways Development Management process and satisfy the relevant specification will be deemed to pass and will not be subject to the other criteria.

The criteria will also apply where it is proposed that the County Council takes on the maintenance liability of a permissive route for the life of the agreement.

Criteria Set 2: Public Path Diversion Order Applications

The second set of criteria at **Document D** applies to all public path diversion order applications under the Highways Act 1980 (HA80) and the Town & Country Planning Act 1990 (TCPA90), including like-for-like diversions; routes that are recorded public rights of way but are not currently maintainable at public expense; and packages to reorganise the network.

The criteria are based on a revised version of the County Council's Requirements for making a diversion order (originally approved as policy in 2010) and its Statement of Priority for Public Path Orders (see **Appendix K**). They provide an equitable means of assessing the maintenance liability that would be incurred. The criteria consider: accessibility relating to the County Council's duty under the Equality Act 2010; the benefit to the Authority and communities from resolving long term maintenance problems; the benefit to the PROW network; and the benefit to landowners from improved land management. Applications will still have to meet all the HA80 and TCPA90 legal tests.

¹ A revised Health & Wellbeing Strategy is in draft form, having been delayed by the Covid pandemic.

The criteria are split into two elements:

- Six Pass/Fail criteria relating to County Council requirements that must be met in order for an application to be considered. If an application fails one of these criteria, it fails regardless of its numerical score. Officers will then revert to the applicant to discuss their options.
- Numerically scored criteria, where a 70% threshold must be met in order for an application to be taken forward. If an application passes the Pass/Fail criteria but fails the 70% numerical threshold, it will not proceed and officers will revert to the applicant to discuss their options.

If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as an agreement for a third party to maintain the route.

Cambridgeshire County Council's Public Path Order Diversion Requirements are now encapsulated in the *Criteria 2: Public Path Order Diversion Applications*. The 'Flow Chart for Public Path Order Applications' has been amended to reflect these changes (see Document E).

References

- Cambridgeshire County Council - Housing Estate Road Construction Specification
- Highway Operational Standards
- Rights of Way Improvement Plan
- Highway Capital Maintenance Programme

Glossary

Term	Definition
HA80	Highways Act 1980
HOS	Highway Operational Standards
NMU Routes	Non-Motorised User Routes
ROWIP	Rights of Way Improvement Plan
PROW	Public Rights of Way
TCPA90	Town & Country Planning Act 1990
HCMP	Highway Capital Maintenance Programme

Documents

- A** Sources of highway accrual
- B** Highways not maintainable at public expense and the Relationship between highways and maintenance liability
- C** Lengths of highways and public access in Cambridgeshire
- D** NMU Adoption Criteria
- E** Public Path Order Applications Flow Chart

DOCUMENT A

Table 1 Lengths of highways and other public access in Cambridgeshire

Class	Km	Total (km)	% of Total Network	Maintained by CCC (km) (including routes requiring further investigation)	% Network maintained by CCC (including routes requiring further investigation)	% not maintainable at public expense	Length of routes requiring further investigation (km)	% Network requiring further investigation	Total % network potentially not maintainable at public expense
Footpaths	2,240		68.9%	2204	68.13%	0.77%	8.3	0.37%	1.14%
Bridleways	599		18.4%	563	17.4%	1.01%	8	1.34%	2.34%
Restricted Byways	5		0.2%	5	0.2%	0.00%	0.4	8.00%	8.00%
Byways	407		12.5%	407	12.48%	0.02%	217	53.32%	53.34%
<i>Total PROW</i>		<i>3,251</i>	<i>(PROW) 100%</i>	<i>3,179</i>	<i>98.21%</i>	<i>1.79%</i>	<i>233.7</i>	<i>7.19%</i>	<i>8.99%</i>
Cycle tracks	64		1.4%	64	1.4%				
Soft roads	133		2.9%	133	2.9%				
U roads	2,244		48.6%	2,244	48.6%				
B roads	578		12.5%	578	12.5%				
C roads	1,121		24.3%	1,121	24.3%				
A roads	480		10.4%	480	10.4%				
<i>Total roads and cycletracks</i>		<i>4,620</i>	<i>(Roads+CTs) 100%</i>	<i>100%</i>	<i>100%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Total highways		7,871	100%						
Permissive paths (including cycleways)	641	641		unknown	unknown	unknown	unknown	unknown	unknown
All routes		8,512							

DOCUMENT B – Sources of Highway Accrual and Liability

Table 2 External sources of highway creation and associated maintenance liability

Source	Scheme type	New CCC Highway Created	Legal Mechanism	Liability
Highways England	Major roads e.g. A14	New/diverted side roads, PROW, cycle tracks and NMU routes	Development Consent Order; Side Roads Order	Maintainable at public expense by CCC
Network Rail	Major rail infrastructure schemes	New/diverted side roads, PROW, cycle tracks	Transport & Works Act 1992 Order; Highways Act 1980 s118A/ 119A	Maintainable at public expense by CCC
Developers	Housing, commercial, mineral developments	Roads, cycle tracks, PROW	Highways Act 1980 Section 37/38/278; Town & Country Planning Act 1990 s247	Maintainable at public expense by CCC
Developers	Housing, commercial, mineral developments	PROW	S106 obligations requiring Highways Act 1980 Section 25/s30 agreements; s26/s118/s119 orders; or Town & Country Planning Act 1990 s247/s257 orders	Maintainable at public expense by CCC except for s30 HA80 agreements
Parish and Town Councils and other third parties	Local Highway Initiatives	Cycle tracks; footways; margins for horses; widening	Highways Act section 65; s66; s71; s72 and others	Maintainable at public expense by CCC. Widening done by parish/town councils may not be maintainable at public expense unless formally adopted by CCC.
Landowners/parish/ Town councils	Public Path Orders	PROW	Highways Act 1980 ss25; 26; 30 119; 118	Maintainable at public expense, <i>except</i> for s30 agreements.
Landowners	Public paths	Public paths	Express dedication at common law	Not maintainable at public expense
Public applications/proactive CCC orders	Unrecorded PROW	PROW	Wildlife & Countryside Act 1981 section 53	May or may not be maintainable at public expense, depending on the legal history
Public requests/proactive CCC investigations	Unrecorded roads/cycle tracks	Public roads/ cycle tracks	Highways Act 1980 ss 31; 32; 36	May or may not be maintainable at public expense, depending on the legal history

Table 3 Internal sources of highway creation and associated maintenance liability (cont.)

Source	Scheme type	New CCC Highway Created	Legal Mechanism	Liability
CCC	Major road schemes e.g. bypasses	Roads; alterations to PROW; creation of NMU routes	Highways Act 1980 s24	CCC
CCC	Cycle schemes	Cycle tracks (which may be shared pedestrian and cycle or cycle only); NMU margins within highway	Highways Act 1980 ss24, 65, 71, 72	CCC
CCC	Discovery of unrecorded PROW	PROW	Wildlife & Countryside Act 1981 section 53	May or may not be maintainable at public expense, depending on its legal history
CCC	Public path orders to resolve longstanding problems	PROW	Wildlife & Countryside Act 1981 section 53; ss25, 26, 118, 119 Highways Act 1980	May or may not be maintainable at public expense, depending on its legal history

Table 4 Other sources of public access and associated maintenance liability

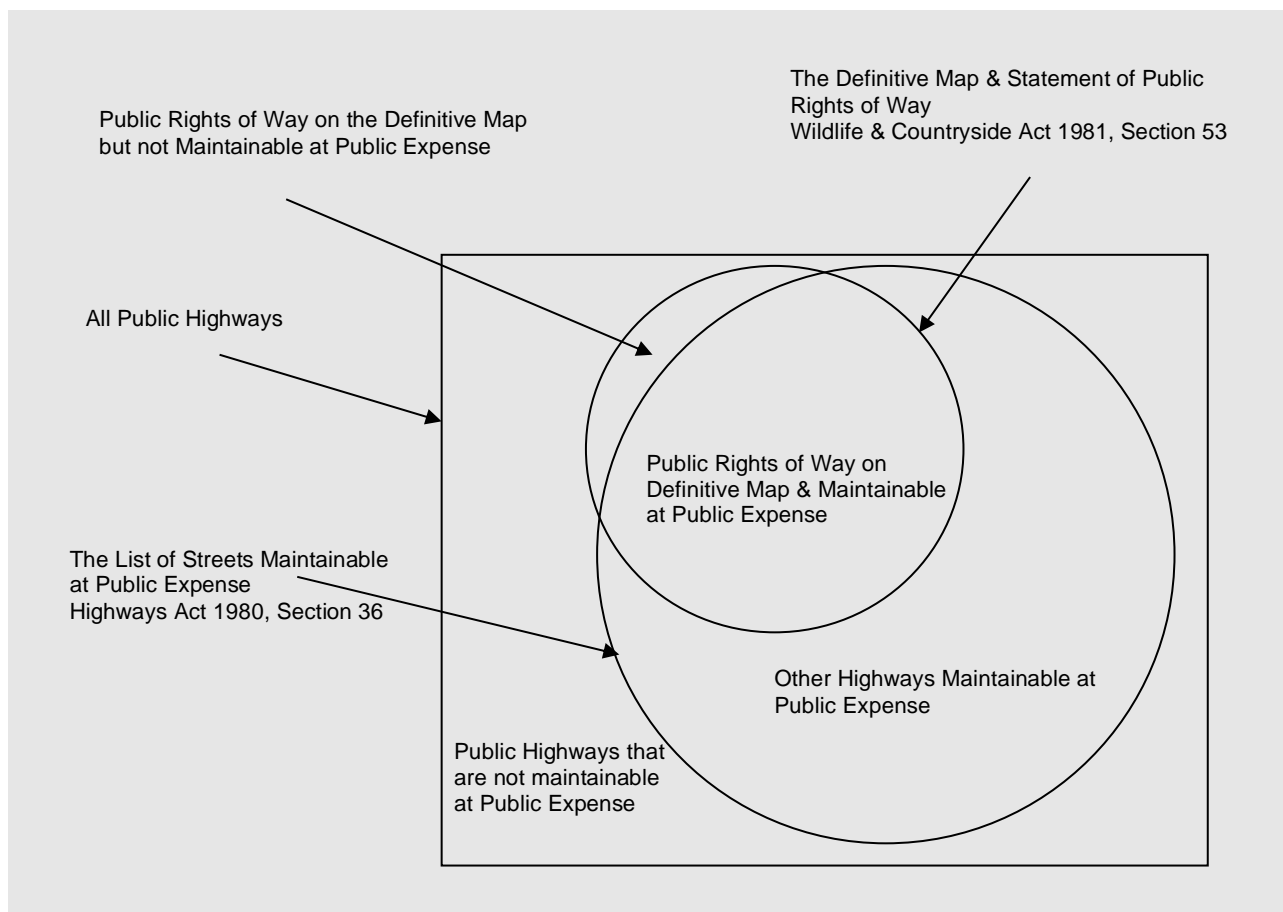
Source	Scheme type	Type of Access Created	Legal Mechanism	Liability
CCC, District Councils, Sustrans and other third parties	Cycle schemes	Shared pedestrian and cycle routes; separate cycle routes	Licence or permissive agreement	Depends upon terms of agreement
CCC	Permissive rights of way	Pedestrian, cycle, equestrian, driven horses	Licence or permissive agreement	Usually landowner but depends upon terms of agreement

DOCUMENT C

Table 5 Methods through which highways can be created but which are not maintainable at public expense

	Highway created	Legal mechanism
1	Public rights of way accrued through public applications, mainly created through usage over time since 1959 (typically 20 years)	Section 53 Wildlife & Countryside Act 1981
2	Routes discovered to be highways (anything from a footpath up to a road) for which documentary evidence proves they are not maintainable at public expense	Sections 31, 32, 36 Highways Act 1980
3	Where a town or parish council has entered into an agreement with a landowner to create a public right of way. The parish council can maintain such paths themselves. They can be added to the Definitive Map & Statement (the legal record of public rights of way) which gives them protection, for example they would be disclosed for property searches. However, there is no obligation on the Highway Authority to maintain them	Section 30 Highways Act 1980
4	Where a landowner has made an express dedication at common law that a certain route shall be a highway of a certain status. However, there is no obligation for the Highway Authority to adopt the maintenance liability for such a route, and it would not be possible for a member of the public to serve notice on the Authority requiring it to put the route into good order as he or she could for a highway maintainable at public expense	Express dedication at common law, captured in a deed

Diagram 1 The relationship between highways and maintenance liability



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DOCUMENT D

Adoption of Non-Motorised User Routes Criteria - New Highways (All applications and Proactive)					
Subject area	Criteria		Maximum available score	Scheme	Notes
	No.	Item (SOA = Statement of Action in ROWIP)			
CCC Estate Road Specification	1	Project design complies with requirements of CCC Housing Estate Road Construction Specification (PASS or FAIL only)	Pass or Fail		
Maintenance & Financial	2	Viability and Affordability (PASS or FAIL only)	Pass or Fail		
Safety	3	Mitigates conflict between potential users and different modes on an existing route, e.g. by splitting/removing one or more modes of user	3		
Connectivity & Safety	4	Provides safer road crossing and/or off-road link not currently provided for (SOA2)	6		
Connectivity	5	Provides a missing link to a wider network, supporting physical and mental wellbeing (SOA2, SOA5)	2		
Connectivity	6	Enables a new circular route (Whole or in part) supporting physical and mental wellbeing (SOA2, SOA5)	3		
Connectivity	7	Provides convenient access to work, education centres, health facilities and/or transport hubs	4		
Connectivity; convenience	8	Provides a sustainable transport connection (Walking, Cycling or Equestrian) with an existing or new development (SOA3)	4		
Connectivity	9	Provides convenient access for users to other local amenities (e.g. community facilities, shopping, religious centres)	3		
Equalities Impact	10	Project will benefit pedestrians	3		
Equalities Impact	11	Project will benefit equestrians	3		

Equalities Impact	12	Project will benefit cyclists	3		
Equalities Impact	13	Significant negative impact on accessibility - Equalities Act	-3		
Equalities Impact	14	Proposal allows/enhances access for disadvantaged groups under Equalities Act and/or Cambridgeshire Health & Well Being Strategy; JSNA	3		
Equalities Impact; health & well-being	15	Increases access to green space and opportunities for physical and mental wellbeing	3		
Consultation	16	Support from local communities	3		
Biodiversity Duty	17	Significant negative impact on biodiversity	-2		
Land management including Biodiversity Duty	18	Proposal has no negative or a positive effect on land management	2		
Promoted route	19	Route will be on a promoted way e.g. National Cycle Network, Ouse Valley Way	1		
Limited time	20	Limited window of opportunity E.g. landowner goodwill or S106 Agreement	3		
Features of Interest	21	A route leading to, through or past (200m radius) a site of historic, cultural or wildlife interest. (1 point for each)	3		
TOTAL			47		
		Total as % (Threshold is 75% i.e. 35)	75		

Explanatory Notes:

These criteria are only to be used for proposals that involve the creation of completely new routes.

Scoring will be applied to each proposal separately. If a number of competing proposals are being offered, schemes will be ranked according to score, with higher scores being prioritised.

Where a criterion is deemed to be of higher importance and so has a higher possible maximum score, the reasoning behind this should be clearly recorded so any disputes can be addressed.

Criterion 1 applies to schemes where it is proposed to metal the surface of a path. If a proposal passes Criterion 1, the whole scheme passes overall and all other criteria are overridden. If it fails this questions, this does NOT mean the whole scheme fails, but it will still need to pass Criterion 2 and meet the 75% pass threshold. For example, schemes with unbound surfaces are not built to the County Council's Housing Estate Road Construction Specification but may still meet the other criteria.

Criterion 2 Viability and Affordability:

Viability means the cost of delivering the scheme. Is this being funded, or will it need to be funded from existing CCC revenue? Funding must be evidenced in writing. If a scheme cannot be funded at no or limited cost to CCC, it will not pass.

Affordability means the cost of ongoing maintenance. If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as an agreement for a third party to maintain the route or if it is vital to the deliverability of a wider development scheme.

If a proposal fails Criterion 2, then the whole scheme will fail and all other criteria are overridden.

SOA numbers in brackets refer to the Statement of Action in the County Council's adopted Rights of Way Improvement Plan

Threshold: A scheme must reach the threshold of 75% of maximum score in order to be considered for adoption. However, schemes will still have to undergo their relevant legal process e.g. Public Path Orders through the formal consultation process, and may later be abandoned in accordance with the Council's Public Path Order Policy. Similarly, CCC highway initiatives will still need to be passed through the TDP or LHI process, with appropriate asset records certification at the end of the process.

Non-Motorised User Routes Adoption Policy Matrix Public Path Order Applications and Proactive Cases under the Highways Act 1980 (except s118A and 119A), the Town and County Planning Act 1990, and other Acts as appropriate					
Subject area	Criteria		Maximum available score	Scheme	Notes
	No.	Item (SOA = Statement of Action in ROWIP)			
Maintenance & Financial	1	Viability (cost of implementation) and Affordability (cost of ongoing maintenance) (PASS or FAIL only) see notes below	Pass or Fail		

Consultations	2	Pre-application consultations have been carried out with the prescribed bodies.	Pass or Fail		
Consultations	3	The existing route is available for use and any 'temporary' obstructions have been removed, in order to allow a comparison to be made. Any request for exemption will be decided by the Assistant Director Highways Maintenance as to whether or not that is appropriate.	Pass or Fail		
Consultations	4	No objections are received to the proposals during the statutory consultation period prior to making an order. However, the County Council will review this criterion in individual cases in light of objections and potential public benefit of the proposal. If the County Council consider the objection to be irrelevant, this will class as a pass.	Pass or Fail		
Width	5	A minimum width of 2m is provided for a diverted footpath, and a minimum width of 4m for a diverted bridleway. In exceptional cases, e.g. cross-field paths, the County Council may, taking into account all the available facts, require such a width as it considers reasonable and appropriate.	Pass or Fail		
Equalities impact - Gaps & Gates	6	The proposed route would have no stiles or gates, or allows for access for people with mobility issues.	Pass or Fail		
Equalities impact	7	Significant negative impact on a class of user - Equalities Act	-2		
Equalities impact	8	Significant increase in accessibility - Equalities Act	2		
Maintenance & Financial	9	Proposal would enable financial savings for Authority, e.g. obviates need for new bridge, resolves long-standing maintenance problems	4		

Maintenance & Financial	10	The proposed alternative route or routes are not less convenient for maintenance than the original route(s).	2		
Use of Land	11	The effect the order would have on the land served by the existing path and the land across which the alternative path would run, or on the land across which the new path will run if a package involving a creation.	2		
Connectivity	12	The proposed alternative route or routes are substantially as convenient to the public as the original.	3		
Connectivity	13	User enjoyment	3		
Connectivity	14	There are no other reasonable or viable alternatives	2		
Connectivity & Enjoyment	15	A suitable alternative path is provided or is available for every path that is to be diverted or entirely stopped up, which maintains or improves the usefulness of the Rights of Way network	2		
Consultation	16	Support from local communities	3		
Biodiversity Duty	17	Significant negative impact on biodiversity	-2		
Promoted route	18	Route will be on a promoted way e.g. National Cycle Network, Ouse Valley Way	1		
Consolidation of data	19	Proposal would enable consolidation of records to provide accurate asset data and facilitate enhanced service delivery e.g. connectivity with other highways	1		
Determination of widths	20	Proposal will enable the definition and recording of path widths, particularly where there is currently no recorded width	3		
Limited time	21	Limited window of opportunity E.g. landowner goodwill or S106 Agreement	3		
Route at risk of development	22	Route is on fringe of a built-up area and therefore at risk from development, e.g. being used as an access way.	3		

on urban fringe					
		Total Score /30 (Pass mark 70% i.e. 21)	30		

Explanatory notes: A scheme must reach the threshold of 70% of maximum score in order to be adopted. However, schemes will still have to undergo their relevant legal process e.g. Public Path Orders through the formal consultation process, and may later be abandoned if it becomes clear that they will not meet the Council's Public Path Order Policy or the legal tests.

There are six Pass/Fail criteria relating to County Council requirements that must be met in order for an application to be considered. If an application fails one of these criteria, it fails regardless of its numerical score. Officers will then revert to the applicant to discuss their options.

Criterion 1 Viability and Affordability:

Viability means the cost of delivering the scheme. Is this being funded, or will it need to be funded from existing CCC revenue? Funding must be evidenced in writing. If a scheme cannot be funded at no or limited cost to CCC, it will not pass.

Affordability means the cost of ongoing maintenance. If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as an agreement for a third party to maintain the route or if it is vital to the deliverability of a wider development scheme.

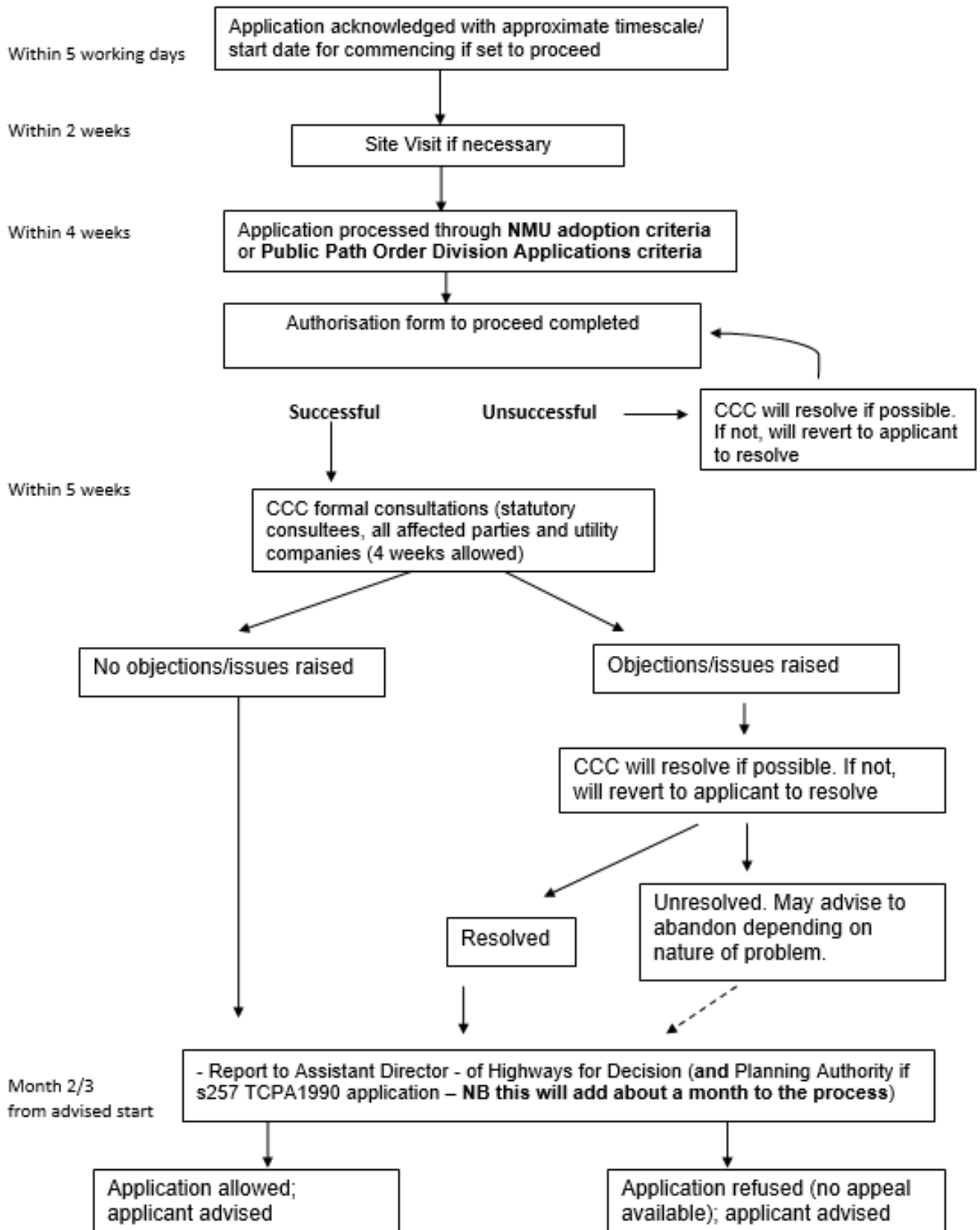
For the numerically scored criteria, a 70% threshold must be met in order for an application to be taken forward. If an application passes the Pass/Fail criteria but fails the 70% numerical threshold, it will not proceed and officers will revert to the applicant to discuss their options.

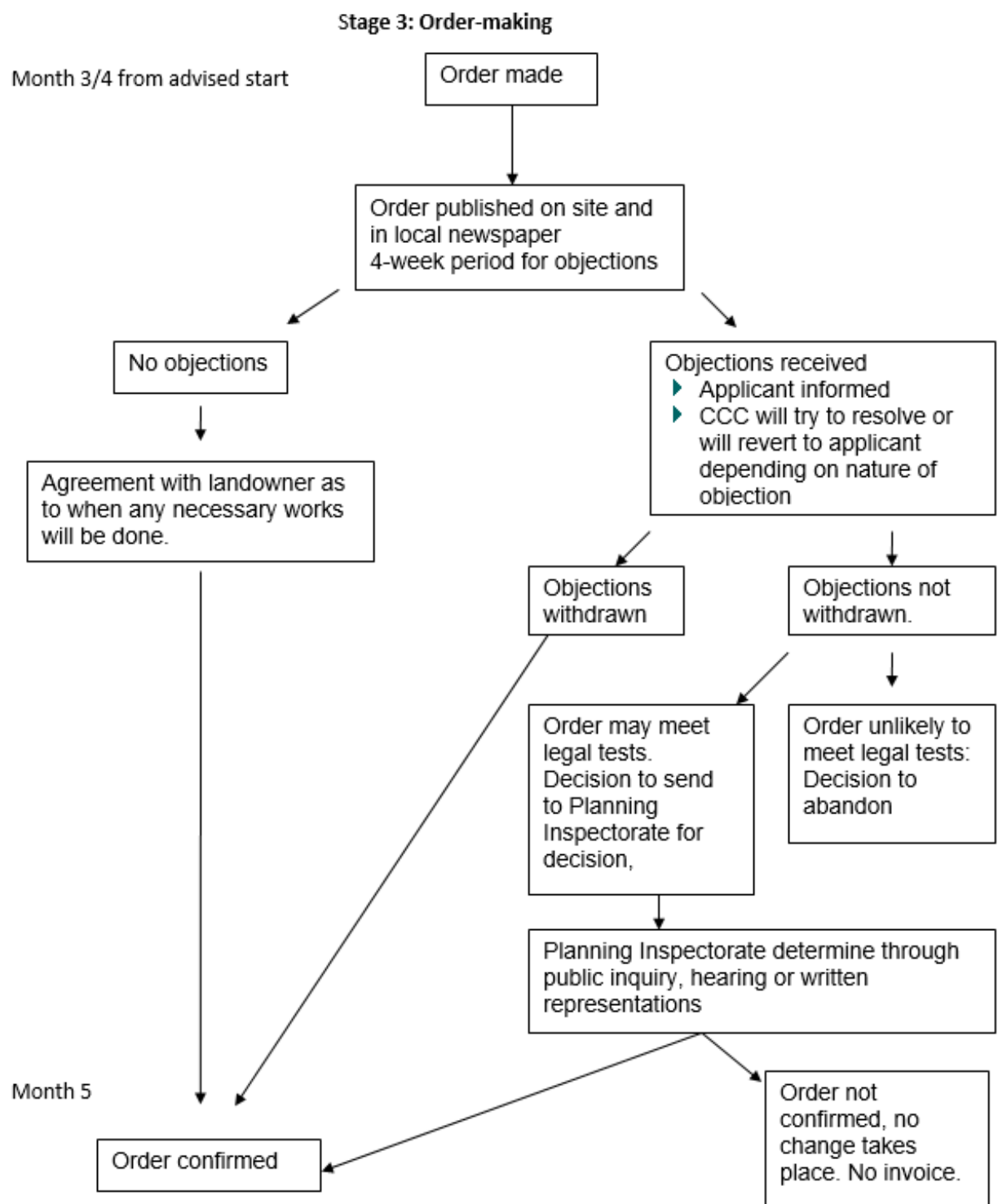
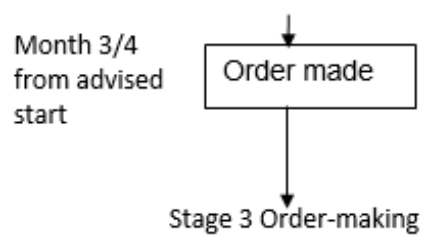
DOCUMENT E - Cambridgeshire County Council – for Applicants
Highways Act 1980 & Town & Country Planning Act 1990
Public Path Order Applications:
Flow chart of process

Please note that further guidance is available from NE112 - A guide to definitive maps and changes to public rights of way - 2008 Revision

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/414670/definitive-map-guide.pdf

Stage 2: Formal Consideration, Consultations and Decision







Confirmation published.
Six-week period for appeal to High
Court on technical grounds
Applicant invoiced.



Definitive Map & Statement modified.
Applicant advised of end of process.

Appendix J - Definitive Map Modification Order Statement of Priority

DEFINITIVE MAP MODIFICATION ORDERS

STATEMENT OF PRIORITY FOR DEALING WITH APPLICATIONS AND PROACTIVE CASES TO MODIFY THE DEFINITIVE MAP AND STATEMENT UNDER SECTION 53 WILDLIFE AND COUNTRYSIDE ACT 1981

1. All applications made under Schedule 14 to the Wildlife and Countryside Act to modify the Definitive Map and Statement will be assessed upon receipt to verify whether they are 'duly made' in accordance with the requirements of Schedule 7 of the Wildlife & Countryside (Definitive Map & Statement) Regulations 1993 ('the Regulations').
2. Where evidence is discovered by the County Council as the Order Making Authority that the Definitive Map and/or Statement should be reviewed in accordance with its duty under section 53 Wildlife & Countryside Act 1981, the proposal will be added as a proactive case to the County Council's list of cases on the date on which it is approved in writing by the Asset Information Manager that the proposal should be taken forward for consideration.
3. Each application and proactive case will be scored using the scoring mechanism attached to this Statement of Prioritisation. The score will be approved by the Asset Information Manager. Any challenge to a score will be considered and decided by the Assistant Director Highways Maintenance.
4. Cases will be prioritised in the order from the highest score to the lowest.
5. Applications that are not compliant with paragraph 2 of Schedule 4 to the Regulations will be added to the Definitive Map Modification Register but will not be scored and will not be taken forward for investigation. If an application becomes paragraph 2-compliant at a later date, it will then be scored at that time and taken forward for investigation in the order as described in point 4.
6. Should the circumstances of a case change that would alter the points originally awarded, then that case will be re-scored, which may result in an alteration in the case's position in the priority order in the case list.

Scoring template for Definitive Map Modification Order Applications and CCC Proactive Cases

<p>Cases are listed in case number order, cases closed prior to scoring system being introduced are not listed</p> <p>Note: Only those with an officer name have been fully scored (the application date calculates those points by default)</p> <p>Paragraph 2 compliant is that it has been confirmed that the landowner has been notified of the application</p>		Case number		
		Parish		
		Case name		
		TOTAL Points		
		Application date		
		Para 2 compliant		
		<i>Scored by (officer)</i>		
		<i>Date scored</i>		
		AVAILABLE POINTS	SELECTION Mark with x	POINTS SCORED
Q1	Is the route currently recorded on the Definitive Map and Statement?	Points	Mark ALL that apply	Score
1.1	No	7		0
1.2	Yes – status correct but no recorded width	3		0
1.3	Yes – but status is potentially under-recorded	3		0
1.4	Yes – but width is potentially under-recorded	1		0
1.5	Yes - recorded but incorrectly i.e., anomaly	1		0
1.6	No - but the route is recorded as a public road on CCC's List of Streets from 26 April 2006	-7		0
TOTAL				0
Notes:				

Q2	Is the route currently open and available for the rights which are claimed?	Points	Mark ONE only	Score
2.1	Access is restricted or closed and is causing significant community severance and/or the issue is contentious locally	5		0
2.2	Access is unavailable or restricted but is not contentious	1		0
2.3	Yes – the public can freely use it at the moment for the full rights claimed	0		0
	TOTAL			0
	Notes:			
Q3	Current level of use for the claimed rights relative to location	Points	Mark ONE only	Score
3.1	High	5		0
3.2	Moderate	3		0
3.3	Low or No Use	0		0
	TOTAL			0
	Notes:			
Q4	The route would lead to improvement in public safety (i.e., it takes users off the road)	Points	Mark ONE only	Score
4.1	Greatly improves public safety	5		0
4.2	Moderately improves public safety	2		0
4.3	No, or low level, of improvement to public safety	1		0
4.4	The route would cause significant public safety issues	-1		0
	TOTAL			0
	Notes:			
Q5	Route creates a significant positive impact on the network	Points	Mark ALL that apply	Score
5.1	Would resolve an anomaly on the DM&S which is causing, or has potential to cause, a significant hardship to one or more landowners	5		0

5.2	Creates part of a missing link or is in an area where there are few or no Public Rights of Way	4		0
5.3	Would resolve an anomaly on the DM&S affecting users on the ground	3		0
5.4	Forms part of a circular route	3		0
5.5	Forms part of a published long distance route/and or promoted route	3		0
5.6	No positive impact on the network	0		0
TOTAL				0
Notes:				
Q6	Development	Points	Mark ONE only	Score
6.1	Detailed planning permission granted/building work underway and route that serves useful purpose would likely become obstructed	50		0
6.2	Outline planning permission granted and route that serves useful purpose would likely become obstructed	30		0
6.3	Route connects to or is affected by proposals for a major infrastructure project for which there is a specified timescale	30		0
6.4	Probability of future, or actual, application for planning permission or transport scheme where existing path on the Definitive Map & Statement has no recorded width, affecting viability of the scheme	25		0
6.5	Current undetermined application for planning permission and route that serves useful purpose would likely become obstructed	20		
6.6	Probability of future application (i.e. site identified on the local plan; transport scheme etc) and route serves a useful purpose	15		0
6.7	Probability of future application and route that serves useful purpose would likely become obstructed	10		0
6.8	Route located within settlement envelope as defined on district local plan (<u>only if not already included within a local plan site</u>)	5		0
6.9	Route likely to be affected by development or major infrastructure project but serves no useful purpose	0		0
6.10	Route not affected by development or major infrastructure project	0		0
TOTAL				0

Notes:				
Q7	Equalities, Connectivity, Health and Well Being	Points	Mark ALL that apply	Score
7.1	Route would provide a strategic active travel link for access to work, education centres, health facilities, shops and/or transport hubs etc.	20		0
7.2	Route would provide a supplementary active travel link which complements existing provision	5		0
7.3	Route would provide a new link to publicly accessible land or place of public resort (e.g. a public park, common land, town/village green, nature reserve, site of historic or cultural interest, etc.)	3		0
7.4	Route would have a significant positive impact on accessibility (Equality Act 2010)	3		0
7.5	The route would be more enjoyable than other routes nearby for users (e.g. due to it being particularly attractive rural route or a more direct link)	3		0
7.6	The route is in a ward identified as a place of rural isolation or poverty in the Cambridgeshire Index of Cambridgeshire Insight – Health and Wellbeing – Interactive Map	3		0
7.7	Route would have a significant negative impact on accessibility	-3		0
	TOTAL			0
Notes:				
Q8	Use of Route			
	<i>(score points for each applicable category unless the route is already recorded on the List of Streets from 26 April 2006, in which case no points should be awarded)</i>	Points	Mark ALL that apply	Score
8.1	Route will benefit pedestrians	3		0
8.2	Route will benefit equestrians	3		0
8.3	Route will benefit cyclists	3		0
8.4	Route will benefit carriage drivers	3		0
8.5	Route will benefit ROW motorised users (4 x 4 and trail bikes)	1		0
	TOTAL			0

Notes:				
Q9	Biodiversity	Points	Mark ONE only	Score
9.1	Route would enhance biodiversity	2		0
9.2	Route has no significant impact on biodiversity	0		0
9.3	Route would have a significant negative impact on biodiversity	-2		0
	TOTAL			0
Notes:				
Q10	Evidence			
	<i>This reflects the government's decision not to proceed with the extinguishment of rights based on historic documentary evidence on 1st January 2026.</i>	Points	Mark ALL that apply	Score
10.1	Route is supported by historical documentary evidence	0		0
10.2	Route is supported by user evidence	10		0
	TOTAL			0
Notes:				
Q11	Liability Risk to the Authority			
	<i>Route is subject to a discrepancy on the Highway Records (Definitive Map and Statement and/or List of Streets) which is causing, or has the potential to cause, a significant risk to the Authority in terms of liability or resource implications</i>	Points	Mark ONE only	Score
11.1	Route is subject to a discrepancy on the Highway Records (Definitive Map and Statement and/or List of Streets) which is causing, or has the potential to cause, a significant risk to the Authority in terms of liability or resource implications	50		0
11.2	Route is not subject to a known significant liability risk to the Authority	0		0
	TOTAL			0
Notes:				

Q12	Whole years since application was applied for	Points	Whole Years	
12.1	Points per whole year	10	0	0
	TOTAL			0
	Notes:			
<div> REPRIORITISATION <i>This section of the form is only to be filled in should any circumstances surrounding the route change following initial prioritisation of route (i.e., if planning permission is granted). Please write in notes section for the question(s) the original score(s) before adding new scoring in .</i> </div>				
Q13	Has a Direction to Determine from the Secretary of State been given:	Points	Mark ONE only	Score
13.1	Yes	45		0
13.2	No	0		0
	TOTAL			0
	NOTES			
Any other reason for change of prioritisation? - If so please write in				
		Reason		
		Original Points Total		
		Reprioritised Points Total		
		Officer name		
		Date		
TOTAL OF SUB TOTALS				0
Any Application not paragraph 2 complaint will be set to zero		TOTAL		0
POINTS				

Appendix T – Proposals to change the surface of a Public Right of Way - authorisation form

Guidance notes for promoters:

1. This form is for all proposals that would result in a significant change to the physical surface and character of a public right of way, e.g. an unsurfaced route to a hardened metalled surface. It is not intended for day-to-day operational or capital maintenance PROW works.
2. The form should be completed by the **promoting person**, and authorisation from the Assistant Director Highways Maintenance **must** be received **before** committing to a planning application response or works for any internal or external project. *If there is insufficient time to undertake this process within the timescale of a consultation, a holding response or objection should be made stating that this work is required to enable the County Council to provide its fully considered response.*
3. **Stage 1:** All sections must be completed with an explanation supporting any proposed position, and supporting documentation should be provided as appendices, or as a link. Please expand each comment box as needed. If a section is not relevant please state 'N/A'.
4. Promoters are advised to review the [Public Rights of Way Guidance for Planners and Developers](#) which provides useful information about critical factors when considering a change to a public right of way.
5. The County Council's Rights of Way Officers (ROW Officers) are responsible for all unsealed surface PROW, and the Local Highway Officers are responsible for all PROW with a metalled surface. The appropriate officer must be consulted to advise on the implications of the proposal on all lawful users, including landowners; the County Council's maintenance liability; and other constraints such as practical management of conservation areas in conjunction with CCC's Ecology Officer. A proposal to change from a soft to a sealed surface should involve both the ROW and Local Highway Officers.
6. The Definitive Map & Statement is the legal record of public rights of way for Cambridgeshire and must be consulted to provide key information as to the legal status, width and maintainable status of a public right of way. See Section 2.
7. CCC Public Health must be consulted on all proposals. Other stakeholders must be consulted as appropriate – please follow the guidance within the form.
8. An Equality Impact Assessments (EqIA) screening is now required for all CCC projects and policies, and approval to proceed must be attached to this form. The promoter is expected to undertake this work. See links below. External applicants should attach evidence that an EqIA screening has been undertaken and a copy of the outcome.
[CCC Equality Impact Assessment Hub \(sharepoint.com\)](#)
[Equality Impact Assessment - Dash \(achieveservice.com\)](#)
9. An Environmental Impact Assessment (EIA) may also be required. Note that whether an EIA is required is dependent upon environmental impact, not the size of the development. The proposer may need to seek specialist advice to help inform this decision. The Highway Authority reserves the right to require an EIA screening to be undertaken.
10. Once complete, the Authorisation request must first be submitted to the appropriate Area District Highways Manager to provide recommendations, as the ongoing management of any proposed changes will be the responsibility of the Highways Maintenance Service.
11. **Stage 2:** The form must then be submitted to the Asset Information Manager at highwaysassetmanagement@cambridgeshire.gov.uk for regulation to ensure that all necessary information has been provided to enable the Request to proceed to Stage 3. Assistant Director Highways Maintenance for determination to make an informed decision.

12. **Stage 3:** Asset Information will forward the Request and the attached information to the Cambridgeshire Local Access Forum to consult them on the proposal. 21 days will be allowed.
13. **Stage 4:** The Regulator will provide a copy of any response received to the promoter and will append it to the Request. Unless the promoter advises otherwise, the whole Request and associated documentation will be forwarded to the Assistant Director Highways Maintenance for consideration at the next Decision Meeting.
14. **Stage 5:** The scheme promoter completing the form will present the request to the ADHM at one of the monthly Asset Information/ROW Decision Meeting and be available to discuss and answer queries. Other officers may attend to provide service-specific information to help inform the ADHM's consideration of the proposal.

STAGE 1 COLLATION OF INFORMATION

Name of person completing form: [Please insert]	Role: [Please insert]
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Parish: [Please insert]	Path no(s) and status: [e.g. Public Bridleway No. 5]
Proposal summary: [Please provide brief description of proposal]	
<p>Please attach a plan showing the PROW in question and its connectivity to the wider network. This should show:</p> <ul style="list-style-type: none"> • All potentially affected landowners, including adjacent owners/tenants • Ownership of features such as boundary hedges • All other legal interests e.g. utility companies and other third party rights of access 	

	Requirements	Appendix Ref	Regulator comments
1. BACKGROUND			
1.1	Detailed summary of the proposed scheme, including the reason why a change of surface is being promoted. <i>This should include a summary of any related proposed development. Please provide a link to, or attach, any supporting documentation.</i> [Please insert]		
1.2	Please provide the planning application reference to which the scheme relates, if relevant. <i>Please note that planning permission does not legally authorise a change to a PROW – see section 7 CCC's Rights of Way Guidance for Planners and Developers.</i> [please insert]		
1.3	Please provide a brief summary of any legal work that it is envisaged would be required to facilitate the scheme, if any (e.g. public path order for change to status, s278 Highways Act agreement for works). <i>This is likely to require advice from the Asset Information Definitive Map Team, ROW Officer and/or Highways Development Management.</i> [Please insert]		

1.4	The policy context (e.g. the LTCP; CCC's Rights of Way Improvement Plan ; Defra Circular 1/09 ; NPPF para 98 , the Cambridgeshire Health & Well-Being Strategy ; and other policies as appropriate): [Please insert]		
2. EXISTING PATH DESCRIPTION This legal data should be obtained from the Asset Information Definitive Map Team via the service's online portal: Highway searches - Cambridgeshire County Council			
2.1	Existing legal status of path (e.g. Public Footpath, Public Bridleway, permissive footpath): [Please insert]	Appendix ref	
2.2	Proposed legal status path (including permissive status): [Please insert]		
2.3	Existing legal width of path: [Please insert]		
2.4	Existing legal maintainable status of path (i.e. is it maintainable at public expense or not?): [Please insert]		
2.5	Physical description of existing path (surface, surrounding features etc): [Please insert]		
3. CONSULTATIONS: The following stakeholders must be consulted and a summary of their comments provided by the person completing this form . A copy of the comments should be attached to the form as an appendix.			
3.1	CCC Asset Information Definitive Map Officer Required to advise proposer as to the legal status and extent (width) of the path, if known, and to provide comment on the proposal in terms of any legal work required. <i>(This includes proposals for permissive paths or licence agreements, as this affects the highway authority's ongoing public asset liability):</i> [Please insert a summary of comments]	Appendix ref	
3.2	CCC ROW Officer Required to advise on operational maintenance matters relating to the management of existing unsealed PROW including the surface, signage and barrier infrastructure. They advise on user needs; access matters such as interaction with landowner requirements and constraints such as SSSIs; and asset maintenance liability. <i>For bridge and step structures please see section 3.4.</i> [Please insert comments]		
3.2.1	Are there any existing barriers (gates, stiles, bollards etc)? [Please insert]	App ref	

3.2.2	Will any new barriers be needed? The <i>British Standard for Gaps, Gates and Stiles BS5709:2006</i> must be followed. [Please insert]		
3.2.3	Please state whether it is proposed for these barriers to be 'authorised' or recorded as legal 'limitations' on the Definitive Statement? [Please insert]		
3.3	CCC Local Highway Officer Required to advise on operational maintenance matters relating to the management of existing sealed surface PROW and associated infrastructure. [Please insert comments]		
3.4	Structures Bridges and steps are managed by the County Council's Structures Team. Consult Gareth.guest@cambridgeshire.gov.uk		
3.4.1	Are there any existing structures? [Please insert]		
3.4.2	Will any new structures be needed? [Please insert]		
3.4.3	Who will be responsible for the future maintenance liability? [Please insert]		
3.5	Landowner(s) of subsoil comments and consent This is required because the proposed works may require extending the depth of the highway beyond that which currently exists. Please list all landowners and state whether or not they consent to the proposal. Please attach a copy of the consents or comments as an appendix.		
3.6	Third party access consent/comments (other than direct landowners of the subsoil, e.g. owners or tenants of land accessed via the PROW) Please list all, detailing the nature of legal interest, and state whether or not they consent to the proposal. Please attach evidence of consents or comments as an appendix.		
3.7	Parish/Town Council(s) Please list all and state whether or not they consent to the proposal. Please attach a copy of the consents or comments as an appendix.		
3.8	Highways Development Management and/or CCC Project Team (if relevant) [Please insert any comments here]		
3.9	Road Safety If it is proposed to change the surface of a path that is likely to result in a change in the nature of use and/or to change the status of a path		

	<p>egressing onto a road that will introduce different users the County Council's Road Safety advisors must be consulted to ensure that safety requirements will be met. Contact the team at: 01223 715549 or Accident.Investigation@cambridgeshire.gov.uk</p> <p>[Please insert comments here]</p>		
3.10	<p>Ecology Officer ecology@cambridgeshire.gov.uk</p> <p>Consider the conservation status of the route e.g. SSSI, protected species, County Wildlife Site, and the County Council's Biodiversity Duty and Biodiversity Net Gain obligations.</p> <p>[Please insert comments here]</p>		
3.11	<p>Public Health</p> <p>Demonstrate how you have considered public health outcomes using the following prompts.</p>		
3.11.1	<p>What is the current profile of users of the route?</p> <p>What is the purpose for which it is <i>predominantly</i> used? For example, is it predominantly used for leisure purposes, or for commuting, access to school etc? Please provide your evidence.</p> <p>[Please insert comments here]</p>		
3.11.2	<p>What is/are the target group(s)? Which users of the route do you intend to benefit the most from the change in path surface?</p> <p>[Please insert comments here]</p>		
3.11.3	<p>Consider any direct benefit to users' health and wellbeing. E.g. is the route currently used/or intended to be used by health and wellbeing groups, walking groups etc.?</p> <p>[Please insert comments here]</p>		
<p>Scheme promoter please email form to CCC Public Health to provide analysis of the demographic profile of the subject area and a consideration of the implications of your answers to questions 3.10.1-3.</p> <p>HealthinAllPolicies@cambridgeshire.gov.uk</p>			
3.10.4	<p>Cambridgeshire County Council Public Health only</p> <p>Analysis of the demographic profile of the area where the change in surface of the route is proposed</p> <p>[CCC Public Health please insert comments here]</p>		
3.11	<p>Other constraints e.g. Drainage authority consents, Scheduled Ancient Monument ArchaeologyDC@cambridgeshire.gov.uk</p> <p>[Please insert comments here]</p>		

3.12	Other stakeholders as appropriate Consider which other stakeholders it would be prudent to consult for the particular scheme in question, e.g. statutory or local user groups, local Members, Cycling Team [Please insert comments here]		
4. SPECIFICATION			
	Please provide a summary of:		
3.1	The proposed width of surfaced works: [please insert]		
3.2	The proposed location of the surfaced area within the wider extent of the legal width of the path: [please insert]		
3.3	The proposed materials to be used: [please insert]		
3.4	Proposed depth of surfacing work [please insert]		
3.5	Proposed underlying material [please insert]		
3.6	Proposed finish of surface [please insert]		
3.7	Provision for drainage through/across works [please insert]		
5. Environmental Impact Assessment (EIA)			
	Please detail whether an EIA is considered to be required or not and summarise the outcome.		
6. Equality Impact Assessment (EqIA)			
	Please provide the outcome of the EqIA for the project and attach a copy of CCC's approval or refusal to proceed		
7. ANALYSIS			
	Analysis of the proposal in light of the consultations and of the legal and policy context, including:		

	<ul style="list-style-type: none"> • The implications of any EqIA • The implications of any EIA • Conclusions as to the positive and negative implications for all lawful users, including private rights of access • Legal implications for consents required • The implications for the highway authority's future maintenance liability • Physical and mental health and well-being considerations for all existing users as well as additional users it is proposed to encourage <p>[Please insert]</p>		
8. RECOMMENDATION			
	[Please insert]		

Signature of person completing form: [Please insert]	Date: [Please insert]
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CCC INTERNAL USE ONLY

DISTRICT HIGHWAY MANAGER RECOMMENDATIONS		
[Please insert]		
District Highway Manager	Signature:	Date:

STAGE 2	REGULATOR APPROVAL TO PROCEED TO STAGE 3 – Asset Information Manager
YES/NO	[Please delete as appropriate and give any advisory comments necessary]

Asset Information Manager	Signature:	Date:
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STAGE 3 CAMBRIDGESHIRE LOCAL ACCESS FORUM CONSULTATION			
1	Completed Authorisation Request sent to C LAF	Date	
2	Response received from C LAF	Date	
3	Copy sent to scheme promoter	Date	
4	Comments received?	Date	

STAGE 4 REGULATOR APPROVAL TO PROCEED TO DECISION STAGE - Asset Information Manager		
YES/NO [Please delete as appropriate and give any advisory comments necessary]		
Asset Information Manager	Signature:	Date:

STAGE 5 DECISION - Assistant Director - Highways Maintenance		
[Please insert decision with reasons]		
Change of surface authorised?	YES / YES WITH MODIFICATIONS / NO [please delete as appropriate]	
Assistant Director – Highways Maintenance	Signature:	Date:

Appendix A - Highway Safety Inspections – Cat 1 (1a and 1b) Defect Investigation levels

Item		Defect	Investigatory Level	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Carriageway	Strategic and Main Distributor Roads	Pothole/spalling/ Depression/sunken cover	40mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	40mm depth (> 20mm width)	5 days	21 days
		Ridge/Hump	40mm height	5 days	21 days
	Secondary Distributor Roads	Pothole/spalling Depression/sunken cover	50mm depth (75mm across in any horizontal direction)	5 days	21 days

	Gap/crack	50mm depth (> 20mm width)	5 days	21 days
	Ridge, Hump	50mm height	5 days	21 days
Link and Local Access Roads	Pothole/spalling/ Depression/sunken cover	50mm depth (75mm across in any horizontal direction)	5 days	21 days
	Gap/crack	50mm depth (> 20mm width)	5 days	21 days
	Ridge, Hump	50mm height	5 days	21 days
Minor Roads	Pothole/spalling/ Depression/sunken cover	80mm depth (75mm across in any horizontal direction)	5 days	21 days
	Gap/crack	80mm depth (> 20mm width)	5 days	21 days
	Ridge, Hump	80mm depth	5 days	21 days

Item		Defect	Investigatory Level	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Cycleway (part of Carriageway)	Strategic and Main Distributor Roads	Pothole/spalling/ Depression/sunken cover	40mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	40mm depth (> 20mm width)	5 days	21 days
		Ridge, Hump	40mm height	5 days	21 days
	Secondary Distributor Roads	Pothole/spalling/ Depression/sunken cover	50mm depth (75mm across in any horizontal direction)	5 days	21 days
		Gap/crack	50mm depth (> 20mm width)	5 days	21 days

	Ridge, Hump	50mm height	5 days	21 days
Link and Local Access Roads	Pothole/spalling/Depression/sunken cover	50mm depth (where metalled) (75mm across in any horizontal direction)	5 days	21 days
	Gap/crack	50mm depth (where metalled) (> 20mm width)	5 days	21 days
	Ridge, Hump	50mm height (where metalled)	5 days	21 days
Minor Roads	Pothole/spalling/Depression/sunken cover	80mm depth (where metalled) (75mm across in any horizontal direction)	5 days	21 days
	Gap/crack	80mm depth (where metalled) (> 20mm width)	5 days	21 days
	Ridge, Hump	80mm height (where metalled)	5 days	21 days

Item		Defect	Investigatory Level	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Footways and Cycleways	Category FW1, FW2 & FW3 footways	Trip/pothole/sunken cover	25mm high/deep (75mm across in any horizontal direction)	36 hours	21 days
		Rocking slab/block	25mm high/deep	36 hours	21 days
		Gap/crack/open joint	>20mm wide and >25mm deep	36 hours	21 days
	Category CY1 & CY3 Cycleways	Depression	>25mm deep and >600mm wide in any horizontal direction	36 hours	21 days

All Other categories	Trip/pothole/sunken cover	25mm high/deep (75mm across in any horizontal direction)	36 hours	21 days
	Rocking slab/block	25mm high/deep	36 hours	21 days
	Gap/crack/open joint	>20mm wide and >25mm deep	36 hours	21 days
	Depression	>25mm deep and >600mm wide in any horizontal direction	36 hours	21 days
Kerbs, Edging and Channels	Misaligned/ Loose/rocking	50mm horizontally/vertically	36 hours	21 days
	Missing	Missing kerb	36 hours	21 days
Verges	Sunken area adjacent and running parallel with c/way edge	150mm depth and 5m longitudinal	5 days	21 days

Item		Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Iron works	Carriageway	Gaps within framework (other than designed by manufacturer) causing a hazard	Present	2 hours	NA
		Level differences within framework	20mm	36 hours	NA
		Rocking covers	20mm	36 hours	NA
		Cracked/broken covers	No Cat 1 (1a or 1b) defect	NA	NA
		Worn/polished covers	No Cat 1 (1a or 1b) defect	NA	NA
		Missing covers	Missing	2 hours	NA

	Footway/ Cycleway	Gaps within framework (other than designed by manufacturer) causing a hazard	Present	2 hours	NA
		Level differences within framework	20mm high/deep	2 hours	NA
		Rocking covers	20mm high/deep	2 hours	NA
		Cracked/broken covers	No Cat 1 (1a or 1b) defect	NA	NA
		Worn/polished covers	No Cat 1 (1a or 1b) defect	NA	NA
		Missing covers	Missing	2 hours	NA
	Verge	Missing cover or damaged cover	Yes	2 hours	NA
Flooding		Standing water 2 hours after cessation of rainfall which inhibits the free flow of traffic	Yes if leading to network restrictions/safety concerns – warning signs /other mitigation deployed	2 hours	NA
		Substantial running water across carriageway/footway	Yes if leading to network restrictions/safety concerns – warning signs /other mitigation deployed	2 hours	NA
Drainage		Blocked gully (silted above outlet)	Yes if leading to network restrictions/safety concerns or risk to property	2 hours	NA
		Collapsed/blocked/settled items or systems	Yes if leading to network restrictions/safety concerns	2 hours	NA

Item		Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Road Markings	Strategic	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
	Main & Secondary Distributors	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA
	Local, Link & Minor	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 defect	NA	NA
	Footways and Cycleways	Missing or obscured	Mandatory Lines	5 days	NA
		Faded or worn markings	No Cat 1 (1a or 1b) defect	NA	NA

Road Studs	Missing stud leaving hole	As carriageway / footway / cycleway pothole criteria	-	-
	Displaced road stud (not rubber insert) on carriageway, footway or cycleway, causing a hazard	Present	2 hours	NA
Signs & traffic signals	Damaged/misaligned item causing a hazard	Present	2 hours	NA
	Missing or obscured item causing a hazard	Present	2 hours	NA
	Signals not operating correctly/malfunctioning	Present	2 hours	NA
	Exposed wiring	Present	2 hours	NA
	Missing door to item	Present	2 hours	NA
	Item missing	Present	2 hours	NA
Street Furniture	Item damaged or misaligned causing a hazard	Present	2 hours	21 days
	Item missing causing a hazard	Present	2 hours	NA
Hedges and trees	Unstable tree causing danger of collapse onto highway	Present	2 hours	NA
	Overhanging tree leading to loss of height clearance over carriageway, footway or cycleway	No Cat 1 (1a or 1b) defect	N/A	NA
Item	Defect	Defect / Dimensions	If risk assessed as Cat 1a	If risk assessed as Cat 1b
Highway general	Oil / debris / mud / stones / gravel likely to cause a hazard	Present	2 hours	NA
	Illegal signs	Causing a safety hazard	2 hours	NA
	Obstructions in the highway	Causing a safety hazard	2 hours	NA
	Obstructed sight lines	Causing a safety hazard	2 hours	NA
	Unauthorised ramps in carriageway	Causing a safety hazard	2 hours	NA
	Embankment and cuttings apparently unstable	Present	2 hours	NA

Other dangers to the public	Anything else considered dangerous	Present	2 hours	NA
Graffiti Removal from County Council owned assets	Graffiti will be removed from CCC owned assets that is: <ul style="list-style-type: none"> • offensive, gang related, insulting or against public interest • likely to encourage more graffiti or tagging • inappropriate for the location or out of keeping with the surrounding area • a cause of complaints to the Council • on a listed building or in a conservation area • libellous or potentially libellous • intimidating 	For offensive graffiti	5 days	NA

All 2 hours make safe emergencies will be permanently repaired in 28 days or as part of the next scheme

5 days = 5 calendar days

Carriageway Defects

1. Where a defect meeting the investigation level is within 3m of a controlled pedestrian/cycle crossing then it should be assessed as Cat 1A
2. Where a defect meeting the investigation level is clearly on the desire line for pedestrians/cyclists crossing the road or traversing a junction it should be assessed as Cat 1A. A typical example would be where the defect is between dropped kerbs for pedestrian use either side of the carriageway.
3. Where a carriageway or cycleway defect meets the relevant investigatory level and is 1m or less from the kerb edge, then it should be assessed as Cat 1 A .
4. Where traffic calming features significantly narrow the road, defects meeting the investigation criteria within the narrowed carriageway and immediately adjacent, within 3m carriageway area should be assessed as Cat 1A

Current contractor completion timescale from date of order

- A – Emergency 2 hour response
- 1 – Cat 1a non-pothole 36 hour response
- 2 – Cat 1a pothole 5 day response
- 3 - Cat 1b 21 day response

Appendix 2 – Hierarchy Data Sources

Category	Data Source(s)	Cycling	Walking/Wheeling
Current Level of Use	Existing hierarchy categories as proxy for level of use	Yes	Yes
	Population density at LSOA level	Yes	Yes
Potential Level of Use	Growth areas (LCWIP)	Yes	Yes
	Population growth at LSOA level		Yes

Importance and Risk

Category	Data Source(s)	Notes	Cycling	Walking/Wheeling
Risk Factors: Walking and Wheeling	Census age data: banded mean age at LSOA level	Using Living Streets Pedestrian Trips, Slips and Falls report to determine weighting		Yes
Risk factors: Cycling	Infrastructure Type: protected/shared/on-carriageway		Yes	
Strategic Route Priority	Mapping data of strategic routes LCWIP, NCN, etc. from CCC, Sustrans		Yes	Yes
Significant site proximity	OS Open Map data for Functional Sites, Important Buildings and Transport Interchanges	Includes Transport interchanges/hubs, Medical Care, Education, Emergency services, Place of Worship, Retail, Sports Facility, Cultural and Leisure Facility	Yes	Yes
LCWIP Zones	LCWIP	Central Walking, Employment, Retail	Yes	Yes
Area Demographics	Social deprivation: LSOA Index of Multiple Deprivation Decile		Yes	Yes

EQUALITY IMPACT ASSESSMENT - CCC572919320

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

Your name: Jonathan Munslow

Your job title: Assistant Director Highways Maintenance

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Asst Dir - Highways	Asst Dir - Highways Mtce

Your phone: 07551279215

Your email: jon.munslow@cambridgeshire.gov.uk

Proposal being assessed: Active Travel Network Maintenance Hierarchy

Business plan proposal number: N/A

Key service delivery objectives and outcomes:Active Travel Network Hierarchy - Report to Highways and Transportation Committee 23 January 2024 To better support the safe use and needs of Active travel users (Walkers, Wheelers and Cyclists) through the delivery of Highways Maintenance activities. This is being done through changes to the Highways Operational Standards and through the development and implementation of a network hierarchy for use in maintenance prioritising and decision making that reflects use of carriageways, footways, cycleways and Public Rights of Way by walkers, Wheelers and Cyclists. Whilst not a new service the changes will help focus consideration and apportionment of available funding in a more balanced way that reflects the changing use of the highway network and the drive towards more sustainable travel choice.

What is the proposal: 1. Changes to the Highways Operational Standards - These standards set out how we maintain the highway describing what we will do and when. This set of standards is particularly important in setting the level of service and standard to which we will respond and fix defects that can be a hazard to road user safety such as potholes or broken footway slabs. The standards are used on site by officers in making risk based decisions on our response to maintenance issues and defects. 2. Implementation of a hierarchy focused on the needs and use of active travel users. currently the service operates with a general maintenance hierarchy developed before the move to active and sustainable travel. This hierarchy will still be used with the new active travel hierarchy being used in combination and conjunction for highways asset management and maintenance decision making. Whilst the work is focused on supporting active travel users the proposals will impact all and every road user as every journey and or activity on the highway is a combination of travel modes. A car driver will benefit from defects repaired and

maintenance activity done to support active travel so there is no disbenefit to the different users or any protect characteristic group in their use of the Highway.

What information did you use to assess who would be affected by this proposal?:The proposals are assessed using a range of criteria relating to use of the network by active travel users. This includes a range of data sets. This data includes a range of Cambridgeshire specific and national data. Population Density and Growth at LSOA level Existing Hierarchy categories for cycling and walking Road user risk factors drawing on Living Streets Slip Trips and Falls report. Infrastructure type Cycling and walking route mapping and use data Local Cycling and Walking infrastructure plans Area Demographics - Social deprivation: LSOA Index of Multiple Deprivation. Local and National User group and local community input is planned to be sought prior to the finalisation of a hierarchy. However as this is a work in progress this is still to be completed as part of the project but is not directly relevant to the committee report and decisions it is seeking.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: All Highways Users will be affected. Walkers, Wheelers and Cyclist will see a greater benefit than motor vehicle users. However there will not be a disbenefit to any type of user. The highway is provided for and accessible to all. The changes will support the maintenance of the highways infrastructure in a more balanced way more commensurate with the changing use of our highways by society and the move to more sustainable travel to achieve Net Zero.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:No

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?:No

What is the significance of the impact on affected persons?:The aim of the active travel hierarchy and the changes to the Highways Operational Standards are to help make sure the needs of walkers wheelers and cyclists are better supported through the way the highways infrastructure is maintained. The proposals when in place will support some users to a greater extent than others. Improved footways supports older and less able people by reducing surface defects that can cause slips trips and falls. Cyclists will be better supported through the earlier intervention and repair of defects that if hit can have a higher impact on the cyclist than they would on a motor vehicle. Disabled, elderly and those less mobile will benefit from the improved levels of maintenance. However all people will be affected as the highway serves all and everyone.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The proposed changes are likely to benefit the elderly t more through the quicker and earlier repair, primarily, of defects to surfaces that can lead to slips trips and falls. However the changes will benefit all regardless of age.

Disability: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The proposed changes are likely to benefit the those with disabilities slightly more through the quicker and earlier repair, primarily, of defects to surfaces that can lead to slips trips and falls. However the changes will benefit all regardless of disabilities.

Gender reassignment:

The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass.
The changes will benefit all users

Marriage and civil partnership: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

Pregnancy and maternity: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

Race: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

Religion or belief (including no belief): The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

Sex: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

Sexual orientation: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users

Socio-economic inequalities: The Highway is provided for all and everyone. The structure of the Highway supports and provides for the public right to pass and repass. The changes will benefit all users.

Head of service: David Allatt - Service Director for Highways and Transport

Head of service email: david.allatt@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Performance Management Update

To: Highways & Transport Committee

Meeting Date: 23 January 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: Not Applicable

Outcome: This report provides an update on the current performance measures relating to highways and transport. It also provides an update on the further development of the performance framework for the Committee to enable the tracking of performance against the agreed policy objectives of the Committee.

Recommendation: The Committee is asked to:

- a) Note the progress that is being made in developing a performance framework for the Highways and Transport Committee
- b) Approve the recommendations set out in 2.5 of this paper

Officer contact:

Name: Richard Springbett

Post: Governance and Performance Manager

Email: Richard.Springbett@cambridgeshire.gov.uk

1. Background

1.1. The Performance Management Framework sets out that Policy and Service Committees should:

- Set outcomes and strategy in the areas they oversee.
- Select and approve addition and removal of KPIs (Key Performance Indicators) for the Committee performance report.
- Track progress quarterly.
- Consider whether performance is at an acceptable level.
- Seek to understand the reasons behind the level of performance.
- Identify remedial action.

1.2 This report provides an update on the development of the performance management framework for the committee to enable it to fulfil its role as outlined above.

1.3 The report is broken down in 2 sections: Section 2.1 highlights progress on indicators that have been developed since the previous Quarterly Performance Report which was delivered to this committee in October 2023. Section 2.2 provides an update on indicators which continue to be developed.

1.4 The full report for indicators that have data and commentary is in Appendix 1 (Q2 2023/24). It contains information on:

- Current and previous performance and the projected linear trend if applicable.
- Current and previous targets. Note, not all indicators have targets. This may be because they are being developed or the indicator is being monitored for context.
- Red / Amber / Green / Blue (RAGB) status.
- Direction for improvement. This will show whether an increase or decrease is good.
- Change in performance. This shows whether performance is improving (up) or declining (down).
- The performance of our statistical neighbours. This is only available, and therefore included, where there is a standard national definition of the indicator.
- Indicator description.
- Commentary on the indicator.

1.5 The following RAGB statuses 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 by up to 5%.
- Blue – current performance is better than target by 5% or more.
- 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, however data collection and target setting are still in development.

2. Main Issues

- 2.1 Progress made since last committee: As the Performance Management Framework develops, detailed information on each indicator can be found within Appendix 1. Since the October 2023 committee meeting, work has continued to establish indicators that were previously highlighted as in development. The following section gives detail on these new indicators.

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

Please note: Due to quality concerns with some of the survey data during the Autumn 2022 surveys, the 2022 data has not been included on the accompanying graph. Autumn 2023 surveys have recently taken place, therefore it is anticipated that the graph will be updated with 2023 data once it is available in early 2024 and subsequently shared with members.

This indicator combines 32a: Growth in cycling and 32b: Growth in pedestrians.

Cycling: The Department for Transport has set an aim to double cycling rates by 2025, from a 2013 baseline, which also links to the vision to increase rates of Active Travel.

The data for this indicator is sourced from the Council's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and 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. The data is then provided to the Council. The data maps are provided within Appendix 1.

Cambridgeshire has historically had high rates of cycling. However, rates of cycling based on this measure saw a large decrease in cycling rates in 2020 (-24%), likely linked to the overall reduction in travel by any mode during the COVID-19 pandemic. However, 2021 cycling volumes were 9% above 2013 volumes.

Whilst it is important we continue to monitor this national measure, we recognise that we have a range of other data sources that can be provided to help understand the rates of walking and cycling across the County (including the VivaCity real time data & Travel survey data and localised counts as shown in Appendix A).

Pedestrians: This indicator helps 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 (-5%) in the cordon locations, again likely linked to the overall reduction in travel by any mode during the COVID-19 pandemic, as these are primarily commuter routes. Pedestrian volumes have increased since 2020 and in 2021 were +12% above 2013. Through the active travel centre of excellence, Officers will continue to deliver measures for example active travel tranche 2 schemes that were approved to be made permanent at H&T committee on 5th December to maintain this positive momentum.

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

This data aligns with 43a (Killed or Seriously Injured Casualties). The target has been calculated by dividing the total number of those Killed or Seriously Injured by the total length of the road network within Cambridgeshire.

This indicator's target, alongside 43a, directly supports the monitoring of the Cambridgeshire and Peterborough Vision Zero (the road safety partnership for Cambridgeshire) aim of a 50% reduction in Killed and Seriously Injured (KSI) casualties by 2030, and is linked to Ambition 2 in the strategic framework of delivering safe roads for Cambridgeshire. Indicator 240: Risk rating of the main road network, is currently in development (detail can be found in 2.2.1 of this paper) will support in mapping the risk of the roads and assist in managing and prioritising the capital expenditure and network assets to support in delivering safer roads within Cambridgeshire.

2.1.6 Indicator 43c: Killed or seriously injured casualties by mode.

This indicator is a key measure relating to Road Safety. By understanding the collisions by road user type, it provides greater insight as to who are the most vulnerable road users and how to target any future interventions. These interventions may fall under any one of the 3 'Es': 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, this is currently only established in free hand text in any collision report, therefore the true picture of this user group is not fully understood. As the use of this mode of transport increases, it is currently unknown what, if any, impact it may have on the KSI results.

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

This KPI is based on the 48 active projects being delivered by the Highways and Transport Division that have been baselined and are in the centralised system. Officers are continuing to carry out baselining of projects within the project management system. It should be noted that there are more projects that will be baselined and monitored through the centralised system on an ongoing basis. This indicator will be updated quarterly with the number of projects updated quarterly.

Of the 48 projects that have been baselined within the centralised system, 98% are within a 3% tolerance of their cost and time baselines.

There is currently only one project that is outside these tolerances. A separate confidential paper will be presented to committee with further details on the position of this specific project.

The Local Highway Improvement Programme's performance is monitored within this indicator. A future, separate indicator will be proposed for Local Highway Improvement Satisfaction. The ambition will be to report on this annually from the Q4 performance report onwards to this committee. The satisfaction survey is being sent out in January 2024 to the applicants from the previous round.

2.2 There are six indicators which are identified as "in development". This is either because data collection methodology and targets for these KPIs are being developed, or performance is currently being tracked to inform the target setting process.

2.2.1 The table below outlines updates for the indicators agreed upon in September 2022 H&T Committee meeting that are currently in development:

KPI Number	KPI Description	Officer Update
Indicator 239	Highways and Transport Complaints	This KPI measures the percentage of complaints that come into the Highways and Transport service and are responded to within the agreed Service Standard of 10 working days, as well as detailing the amount of complaints that have been escalated formally. This indicator is in the final stages of development and will be reported on in the Q3 report.
Indicator 240	Risk rating of the main road network (e.g., % travel on roads with X safety rating or better OR % defined network length with X safety rating or better) (TBC)	The final part of the International Road Assessment Programme (IRAP) procurement process was undertaken in November 2023. The work to analyse the roads through the IRAP assessment is likely to conclude in Spring 2024. Once complete, inclusion of this KPI will commence within reporting to H&T Committee.
Indicator 241	Safety of the existing network for non-motorised users (e.g. what proportion of the built-up network has 20mph or segregated cycleways) (TBC)	Indicator 241 was initially planned to look at the proportion of 20mph zones and segregated cycleways. Officers have since explored the indicator with regards to data sources and have concluded there was insufficient data to provide any real measurable performance outcome. Officers will now begin identifying

		alternative indicators to highlight performance with regards to active travel and non-motorised users.
Indicator 242	Consents Programme Percentage of challenges which have resulted in a positive outcome	A new team was set up in July 2023 as part of the wider H&T restructure to manage the Consents Programme. Each consent is managed and reported through the Consents Programme Board. Whilst indicators have been considered, given the complex nature of these third-party projects, there is no universal indicator. Outcomes will be reported to the relevant committee on a case-by-case basis.
Indicator 244	Customer Satisfaction Surveys for key contracts - Annual	Surveys are currently being received, once analysed there will be a target to update this committee, as this is an annual survey, this will be targeted to be available in the next Quarterly Performance report in March 2024.
Indicator 245	Carbon Budget (TBC)	The carbon strategy and action plan work currently being undertaken will help inform targets and progress reporting, this is due in Q1 of 2024. The National Highways Performance Framework toolkit that will be supporting the development of operational indicators, also has a carbon tool. Officers will investigate this to understand if this could support with carbon reporting when it goes live in Q2 of 2024.

- 2.3 In addition to the above agreed KPIs, officers have been working on a set of operational indicators to support the performance management role of the Committee. The service is currently undertaking a piece of work, alongside other Local Authorities to link up with the National Highways Performance Framework, this will allow benchmarking and nationwide comparisons to take place with these operational indicators. This work is expected to start producing data from April 2024. These indicators will include performance measures relating to the inspection of the highway, the condition of highway assets, the number of repairs undertaken

within service standard timeframes and measures relating to our planned activity.

Whilst this work is being undertaken to create a comprehensive suite of operational indicators, below is a summary of performance for some selected operational indicators highlighted at the Octobers 2023 committee meeting:

Outstanding Potholes

At the beginning of the financial year there were 8,413 outstanding potholes across the road network in Cambridgeshire, this has reduced to 3,238 at the end of Q1 and 1,936 at the end of Q2 with 37,011 potholes being filled in this time period. The service has been proactively carrying out a programme by employing additional dragon patchers to repair potholes and areas of fretting as identified in the highway condition surveys.

Gulley Clearance

Up to the 6 December 35274 Gullies were visited and inspected with 30419 requiring cleaning out. A further 10369 gullies were added to the inventory. The total number of recorded Gullies is now 110,000. Highway gullies are emptied in accordance with the Highway Operation Standards, by undertaking a risk-based approach. The service targets gully emptying to those areas identified as prone to blockage or flooding. The service standard as set out in the Highways Operational Standards is that gullies are emptied on a '*targeted approach at agreed locations identified on a risk based approach*' The current regime aims visit and clean as necessary 33% of the gullies per year focusing on areas where flooding occurs.

Inspection of the Highway.

Officers are working on collating this data. This will include the number of scheduled safety inspections completed within time/frequency tolerance. This will be available for Q3.

2.4 Vacancy Rate as of end of Q2.

Area	Vacancies	Total posts	%
Highways Maintenance	8	70	11.43
Project Delivery	11	84	13.10
Transport Strategy and Network Management	20	188	10.64
Total	49	342	14.33

As of the end of Q2, Highways and Transport Service currently has 49 vacancies, this is a reduction from 54 which was reported within the Q1 Performance Report, commentary regarding these vacancies are broken down as following:

- Project Delivery – Taking into account interims, there were 6 vacancies with the Project Delivery team. These vacancies are being actively

recruited in a challenging labour market, both interims and permanents are being considered for these roles.

- Highways Maintenance – Following successful recruitment to the new structure over the summer most teams are fully staffed. A number of gaps still exist. Open vacancies have reduced from 20 that was reported in Q1 to 8. Active recruitment continues to happen for the remaining vacancies.
- Transport Strategy and Network Management – Work continues to fill all vacancies within the team, all vacancies are currently being actively recruited and are at various stages within the recruitment process.

The service continues to work to proactively reduce the number of vacancies further within Highways & Transport and will continue to provide updates through this Quarterly Performance paper.

2.5 Recommendations

Based on the above, it is recommended that the following changes are made to the performance framework for the Highways and Transport Committee:

2.5.1 Change of target for Indicator 43a: Killed or seriously injured casualties (12 month rolling total).

Currently the target reduces by 1 every month (3 every quarter) until reaching zero. The proposal is to adjust the target to align with the published Vision Zero Partnership target for Cambridgeshire and Peterborough and bring consistent reporting of this indicator. The proposed target aims for a 50% reduction in KSI casualties by 2030 from a 2014-2018 baseline of 329. This would change the current target to 234, however the ambition of 0 by 2040 remains the same.

2.5.2 Removal of Indicator 242: Consents Programme Percentage of challenges which have resulted in a positive outcome.

This indicator is currently classified as in development whilst officers explored the data available and the best way to present this data. Whilst indicators have been considered, given the complex nature of these third-party projects, there is no suitable universal indicator. It is recommended that outcomes and challenges be reported to the relevant committee on a case-by-case basis.

2.5.3 Creation of Indicator 247: Annual Road traffic collision cluster site analysis

This indicator would provide this committee with data including the number and severity of road traffic collision cluster sites identified on the 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.

This proposed indicator builds on the current suite of road safety indicators reported to this committee and alongside these indicators, looks to provide detail which can demonstrate the service's priority of delivering safe roads for Cambridgeshire.

3. Alignment with ambitions

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

- The indicators proposed here provide an overview of performance. Whilst there is no specific indicator relating to carbon emissions, numerous indicators are measured indirectly.
 - Indicator 245: Carbon Budget is currently in development with the aim of highlighting carbon performance within Highways and Transport in Cambridgeshire.

3.2 Travel across the county is safer and more environmentally sustainable.

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

- The indicators proposed here provide an overview of performance in key priority areas, to enable appropriate oversight and management of performance.

3.3 Health inequalities are reduced

There are no significant implications for this ambition.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

There are no significant implications for this ambition.

3.5 Helping people out of poverty and income inequality

There are no significant implications for this ambition.

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

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive

There are no significant implications for this ambition.

4. Significant Implications

4.1 Resource Implications

There are no significant implications within this category.

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

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

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

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: There are no significant implications within this category. Explanation: There are no significant implications within this category.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: There are no significant implications within this category. Explanation: There are no significant implications within this category.

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

Positive/neutral/negative Status: There are no significant implications within this category. Explanation: There are no significant implications within this category.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: There are no significant implications within this category. Explanation: There are no significant implications within this category.

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: There are no significant implications within this category. Explanation: There are no significant implications within this category.

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: There are no significant implications within this category. 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.

Positive/neutral/negative Status: There are no significant implications within this category. Explanation: There are no significant implications within this category.

Have the resource implications been cleared by Finance? No

Name of Financial Officer: N/A

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? No

Name of Officer: N/A

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? No

Name of Legal Officer: N/A

Have the equality and diversity implications been cleared by your EqIA Super User? No

Name of Officer: N/A

Have any engagement and communication implications been cleared by Communications? No

Name of Officer: N/A

Have any localism and Local Member involvement issues been cleared by your Service Contact? No

Name of Officer: N/A

Have any Public Health implications been cleared by Public Health? No

Name of Officer: N/A

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

No

Name of Officer: N/

5. Source documents guidance

Please find source document in 5.1

5.1 Source documents

H&T Corporate Performance Report Appendix 1 Quarter 2 23-24

Produced on:

10 January 2024



Performance Report

Quarter 2

2023/24 financial year

Highways and Transport Committee

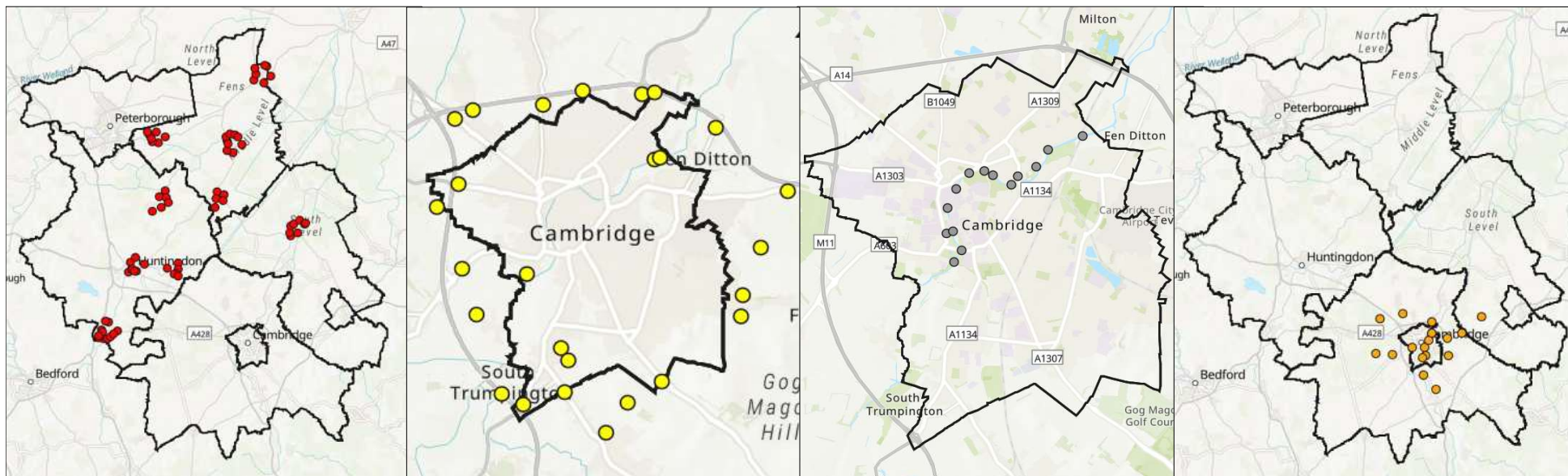
Governance & Performance
Cambridgeshire County Council
governanceandperformance@cambridgeshire.gov.uk

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 by up to 5% over target • Blue – current performance exceeds target by more than 5% • 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.

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.

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/>

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↑	10.2%	-14.5%	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 an average of the respective walking and cycling figures, to give a combined 'Cycle and Pedestrian' indicator.

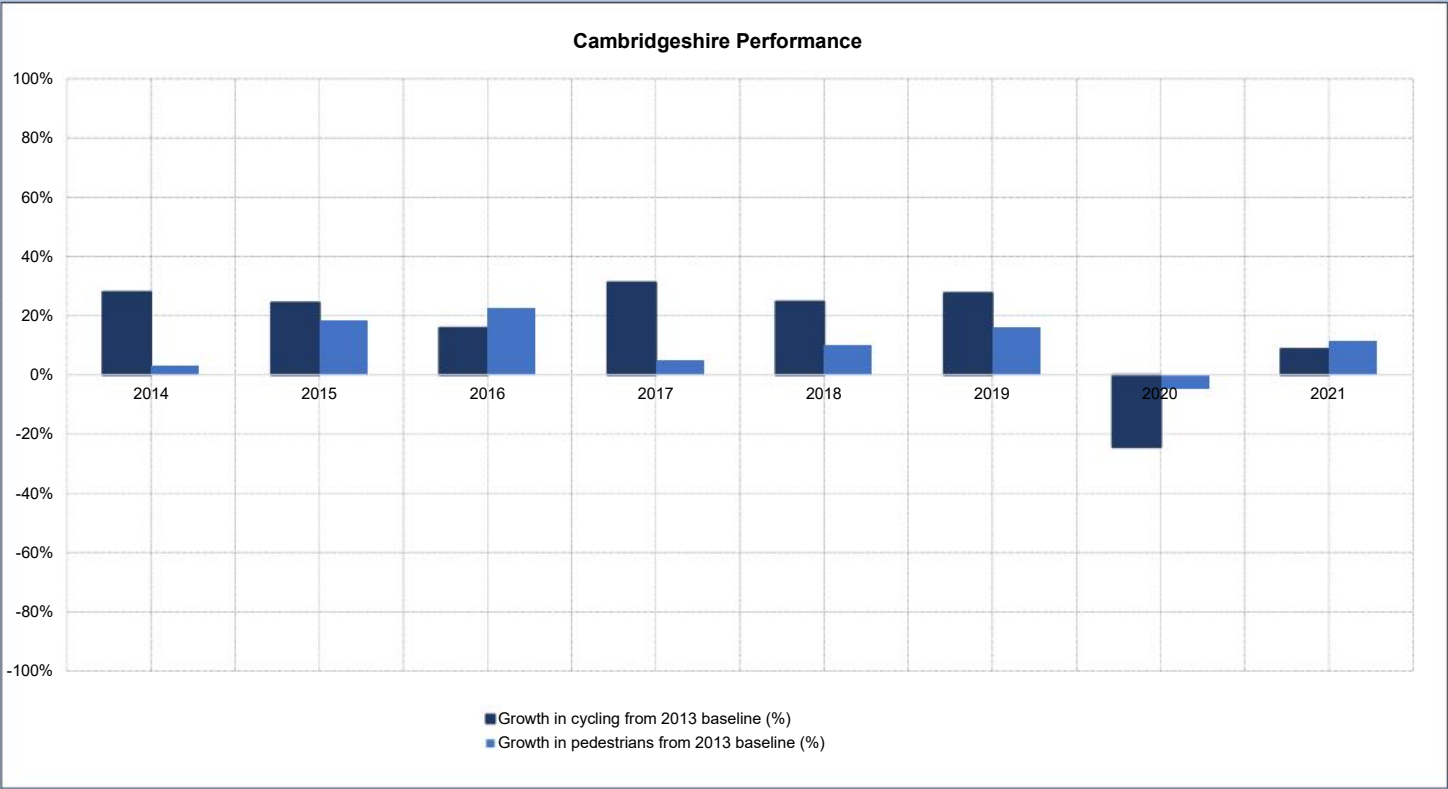
Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage 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). Total cycle volumes are summed across the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys and are summed before being compared over time.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022. Data for 2023 should be available in early 2024.

Useful Links

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



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 have decreased, likely influenced by the COVID-19 pandemic. When compared to 2013, 2020 saw a large decrease in cycling rates (-24%), likely linked to the COVID-19 pandemic but 2021 cycling volumes were 9% above 2013 volumes.

Pedestrians: This indicator helps 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 (-5%), likely linked to the COVID-19 pandemic which led to reductions in travel. Pedestrian volumes have increased since 2020 and in 2021 were +12% above 2013, like 2018.

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 2022 (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 the total volumes presented are calculated consistently 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 and not only in Cambridge. At present the permanent counters are fairly new so little historic data exists at present. As more data is collected, it becomes more feasible to use the permanent counters for long-term monitoring purposes.

Actions

Indicator 32a: Growth in cycling from a 2013 baseline

[Return to Index](#)

January 2024

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↑	8.7%	-24.3%	Improving
RAG Rating				
Contextual				

Indicator Description

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

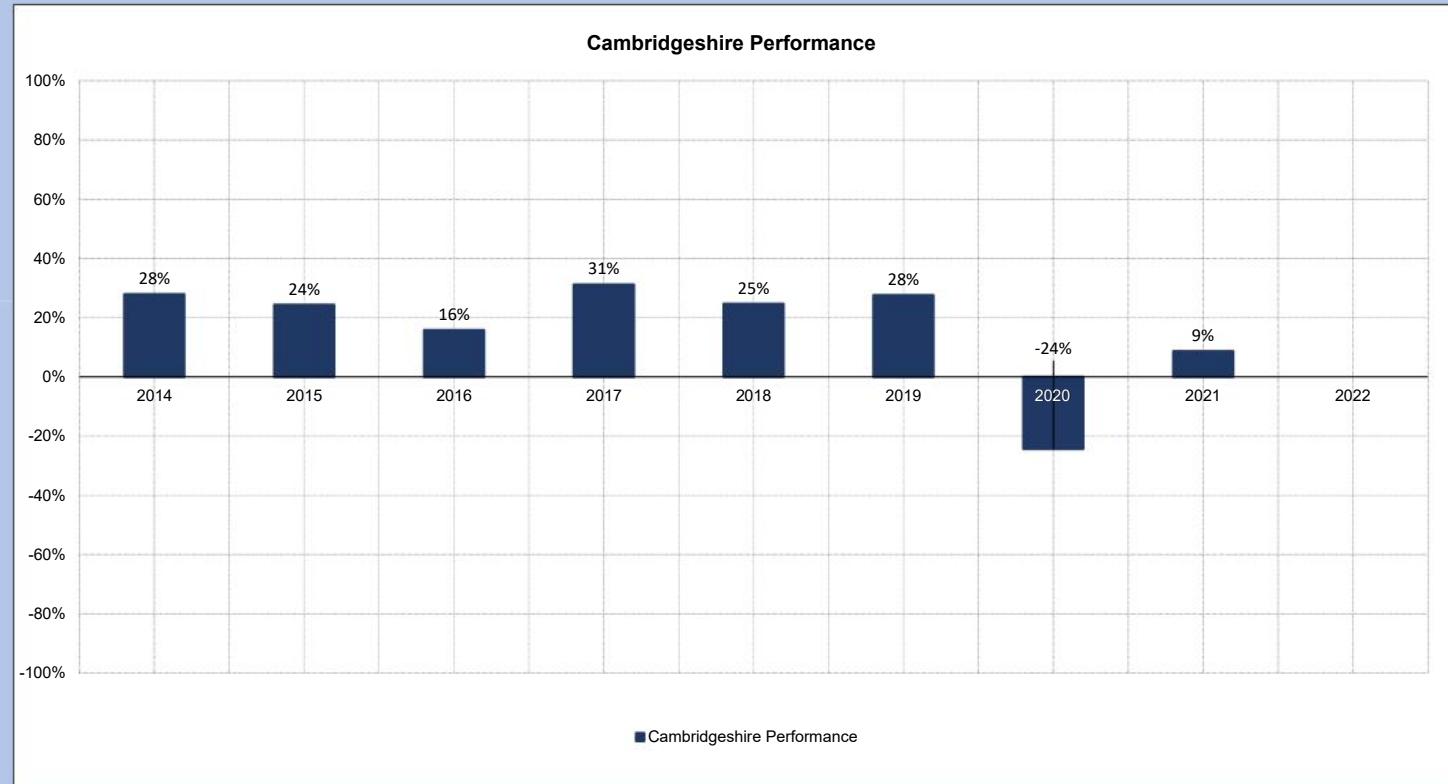
The percentages in the boxes above are an average of the respective walking and cycling figures, to give a combined 'Cycle and Pedestrian' indicator.

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). Total cycle volumes are summed across the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys and are summed before being compared over time.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022. Data for 2023 should be available in early 2024.

Useful Links

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


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 decreased in 2020, likely influenced by the COVID-19 pandemic. When compared to 2013, 2020 saw a large decrease in cycling rates (-24%) but 2021 cycling volumes were 9% above 2013 volumes.

Due to quality concerns with some of the survey data during the Autumn 2022 surveys, 2022 data has not been included on this graph. Autumn 2023 surveys are taking place now, so we hope to update the graph with 2023 data in early 2024.

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 used consistently 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 mode, work continues to expand the network of these counters.

Actions

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Contextual	↑	11.7%	-4.7%	Improving

RAG Rating

Contextual

Indicator Description

This indicator shows the level of growth in 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 an average of the respective walking and cycling figures, to give a combined 'Cycle and Pedestrian' indicator.

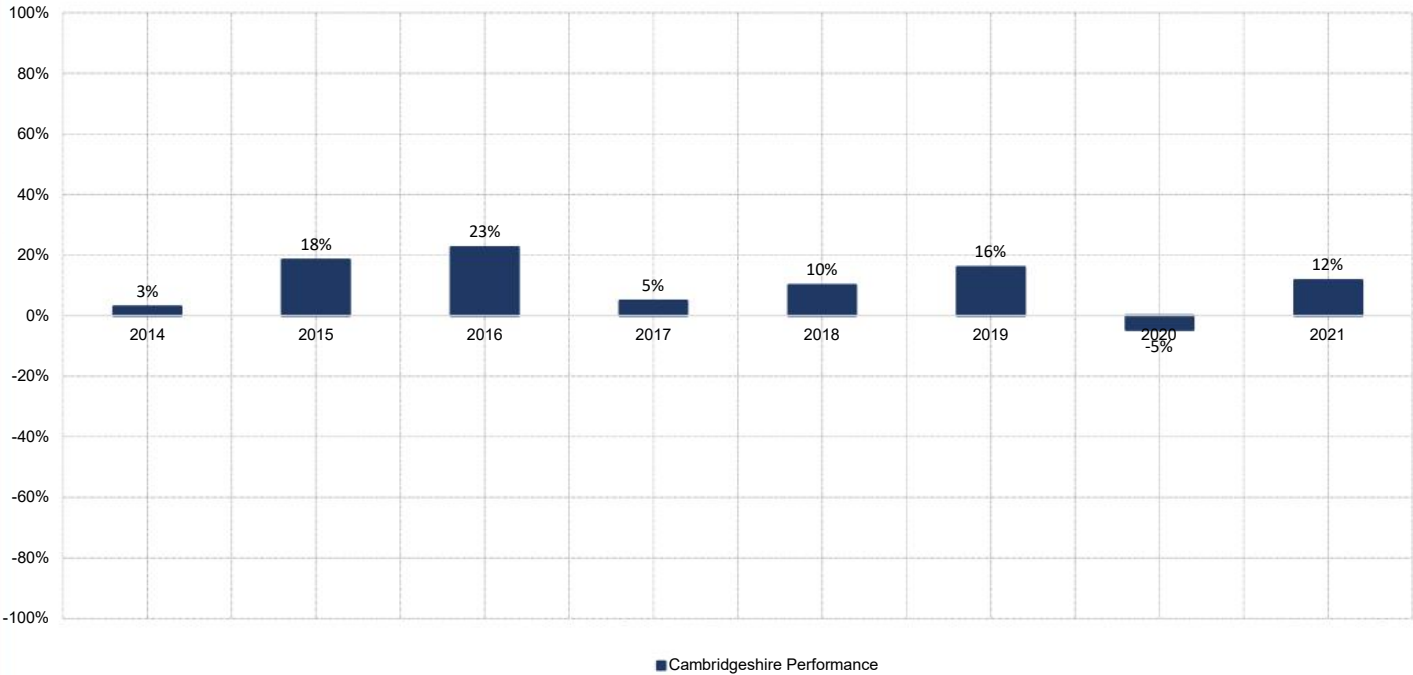
Data for this indicator is sourced from CCC's annual traffic surveys that are carried out at over 100 locations across the county, including within the county's Market Towns and in/around the city of Cambridge. The traffic surveys are conducted by an external supplier using video cameras to capture footage 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). Total cycle volumes are summed across the Annual Town Monitoring, Annual Cambridge Radial, Annual Cycle Route Monitoring and Annual Cambridge River Screenline surveys and are summed before being compared over time.

Due to data collection problems in Autumn 2022, reliable county-wide traffic count data is not available for 2022. Data for 2023 should be available in early 2024.

Useful Links

Cambridgeshire Performance



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 (-5%), 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 increased since 2020 and are in 2021 were +12% above 2013, which is similar to 2018.

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 2022 (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[Return to Index](#)

January 2024

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
In Development	↓			

RAG Rating

In Development

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.

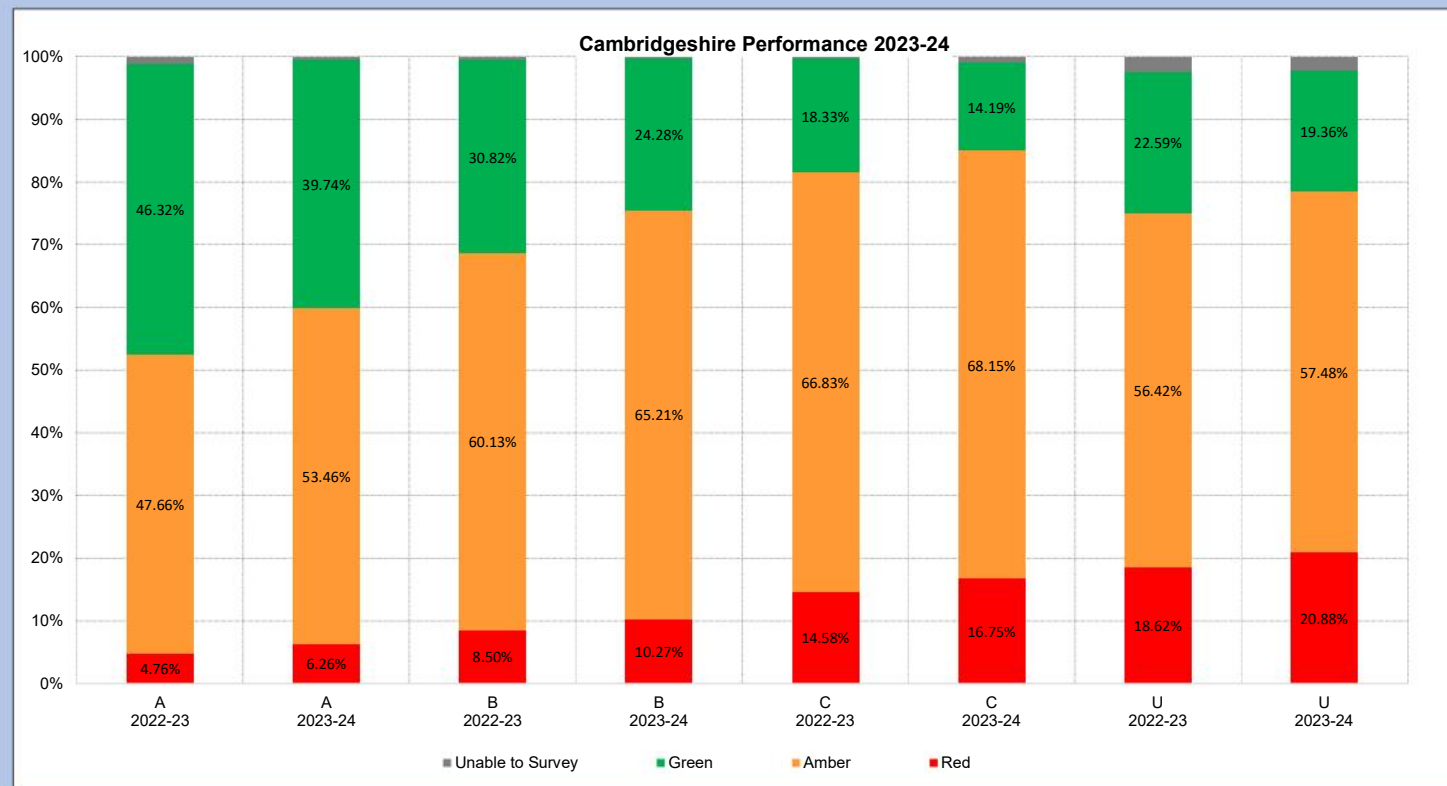
AMBER is where there are signs of wear in the surface.

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

Indicator 43a: Killed or seriously injured casualties (12 month rolling total)

[Return to Index](#)

January 2024

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
200	↓	308	323	Improving

RAG Rating

Red

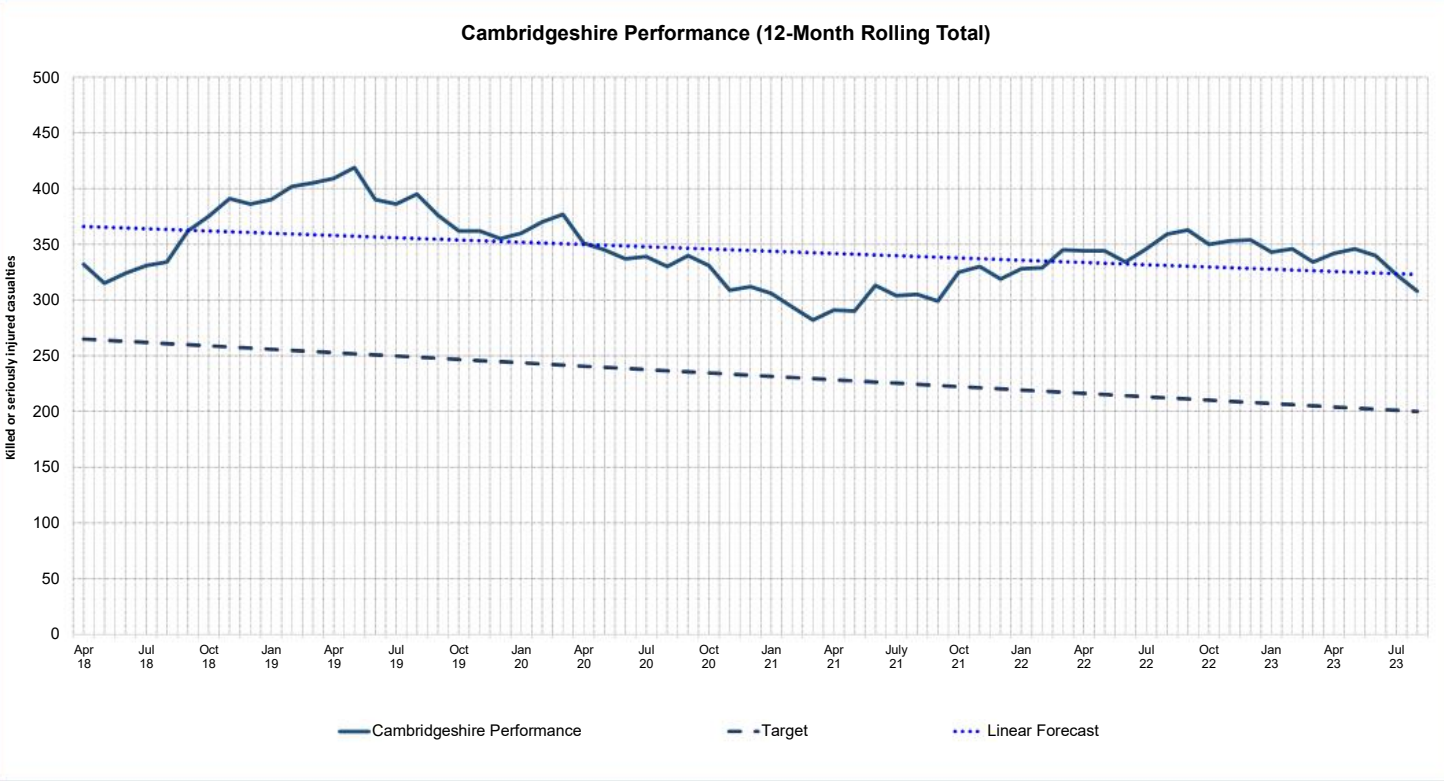
Indicator Description

Killed and seriously injured casualties is derived from Stats19 data.

It is measured by the number of all people of all ages reported killed or seriously injured on Cambridgeshire roads over a 12 month rolling total.

This indicator includes casualties who were fatally or seriously injured only. These include:

1. Fatal casualties who sustained injuries that caused death less than 30 days after the accident. Confirmed suicides are excluded.
2. Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
3. Casualties recorded as seriously or slightly injured by the police based on information available a short time after the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.



Commentary

Collision data is supplied by Cambridgeshire Constabulary. There may be small differences in the historic monthly numbers since the last iteration of this report due to validation process by the DfT. Figures for 2022 and 2023 are still provisional as they have not been confirmed against DfT data and so may include accidents not confirmed as road traffic collisions, such as suicides and medical episodes.

This indicator directly supports monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of a 50% reduction in Killed and Seriously Injured (KSI) casualties by 2030 and is linked to the service priority of delivering safe roads for Cambridgeshire.

The Killed or seriously injured casualties (12 month rolling total) has decreased from 343 in January 2023 to 308 in August 2023. However, the rolling annual total remains well above the target of 200 for August 2023.

The KSI's 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.

This indicator is being developed in line with national measure for KSI per km of road (Indicator 43b).

Useful Links

[The local area benchmarking tool from the Local Government Association](#)

[Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data](#)

Actions

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
45	↓	70	73	Improving

RAG Rating

Red

Indicator Description

The Killed or seriously injured (KSI) casualties per 1,000 km of road indicator is calculated using the KSI rolling total for each month and the total km of road network in Cambridgeshire - 2022 total km of road network: 4,426 km

Killed and seriously injured casualties is derived from Stats19 data. It is measured by the number of all people of all ages reported killed or seriously injured on Cambridgeshire roads over a 12 month rolling total.

This indicator includes casualties who were fatally or seriously injured only. These include:

- Fatal casualties who sustained injuries that caused death less than 30 days after the accident. Confirmed suicides are excluded.
- Seriously injured casualties who suffered an injury that led to hospitalisation as an inpatient, or any of the following injuries, whether or not they are admitted to hospital. Fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
- Casualties recorded as seriously or slightly injured by the police based on information available a short time after the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Useful Links

[The local area benchmarking tool from the Local Government Association](#)
[Cambridgeshire Insight – Cambridgeshire Road Traffic Collision Data](#)

Cambridgeshire Performance (12-Month Rolling Total)

Month	Cambridgeshire Performance	Target	Benchmark
May 21	65	52	72
June 21	70	51	72
July 21	68	51	72
Aug 21	68	51	72
Sept 21	67	50	72
Oct 21	73	50	72
Nov 21	75	50	72
Dec 21	72	50	73
Jan 22	74	49	73
Feb 22	74	49	73
Mar 22	78	49	74
Apr 22	78	48	74
May 22	78	48	74
June 22	75	48	75
July 22	78	47	75
Aug 22	82	47	76
Sept 22	82	47	76
Oct 22	79	47	76
Nov 22	80	46	77
Dec 22	80	46	77
Jan 23	77	46	77
Feb 23	78	46	78
Mar 23	75	46	78
Apr 23	77	45	78
May 23	78	45	78
Jun 23	77	45	78
Jul 23	75	45	78
Aug 23	70	45	79

Commentary

This indicator is calculated using the monthly 12-month rolling KSI figure and the total km of road network in Cambridgeshire. Currently only road network figures for 2022 are known (4426 km). In future years, the monthly rolling totals will be divided by the total road network for that year, as the information becomes available. This will help to account for changes in the size of the Cambridgeshire road network which may affect the frequency of KSI collisions.

Collision data is supplied by Cambridgeshire Constabulary. There may be small differences in the historic monthly numbers since the last iteration of this report due to the validation process by the DfT. Figures for 2022 and 2023 are still provisional as they have not been confirmed against DfT data and so may include accidents not confirmed as road traffic collisions, such as suicides and medical episodes.

This indicator directly supports monitoring for the Cambridgeshire and Peterborough Vision Zero (road safety partnership) aim of a 50% reduction in Killed and Seriously Injured (KSI) casualties by 2030 and is linked to the service priority of delivering safe roads for Cambridgeshire. iRAP 'A' road risk mapping will also assist in managing the network assets to support the 'Safer Roads' agenda under Vision Zero. Work is already underway to understand what aspect of the network has a direct effect on possible outcomes in a collision. The fatal review board meets quarterly for a 'deep dive' into every fatal RTC in that quarter to ensure that where road or asset defects exist or where safety improvement can be identified there is a rapid response to introducing these measures. The review board includes key stakeholders from our partners, Road Safety Engineers and Highways Maintenance.

Actions

Indicator 43c: Killed or seriously injured casualties by mode

[Return to Index](#)

January 2024

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
Contextual	↓	308	323	Improving

RAG Rating

Contextual

Indicator Description

The number of people killed or seriously injured, by their mode of transport (same as Indicator 43a but split by mode of transport).

The number of casualties 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"*.

The transport modes presented are grouped as follows:

Light Vehicle = Car or van, including taxis.

Heavy Vehicle = HGV, mini-bus, bus or coach

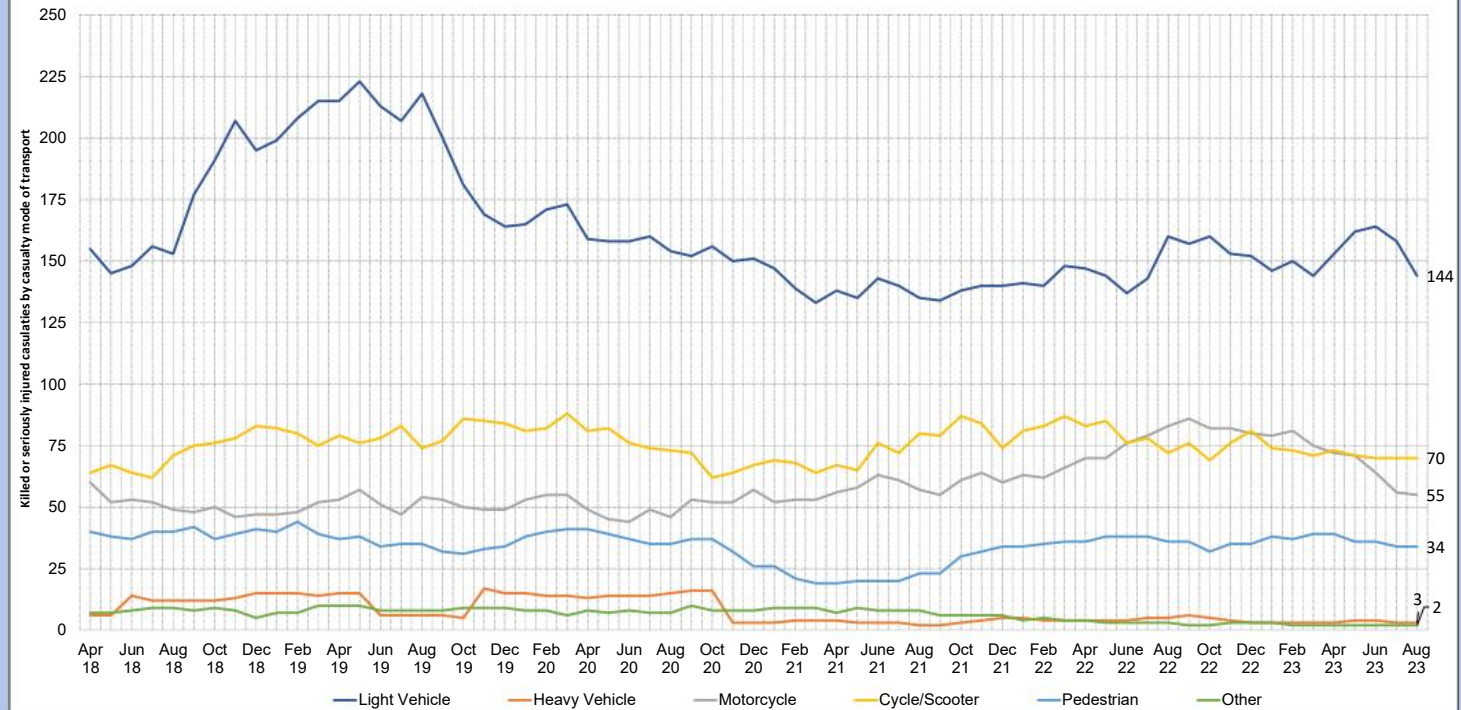
Motorcycle = Motorcycles of all sizes including mopeds and electric motorcycles.

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.

Cambridgeshire Performance (12-Month Rolling Total)



Commentary

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, so this is currently only established in free hand text in any collision report therefore the true picture of this user group is not fully understood. 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

Useful Links

STATS20 mode definitions used by the police (see p.43-44):

<https://assets.publishing.service.gov.uk/media/60d0cc968fa8f57cf3f0b3ad/stats20-2011.pdf>

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
95.0%	↑	98.0%	N/A	Improving

RAG Rating

Green

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*

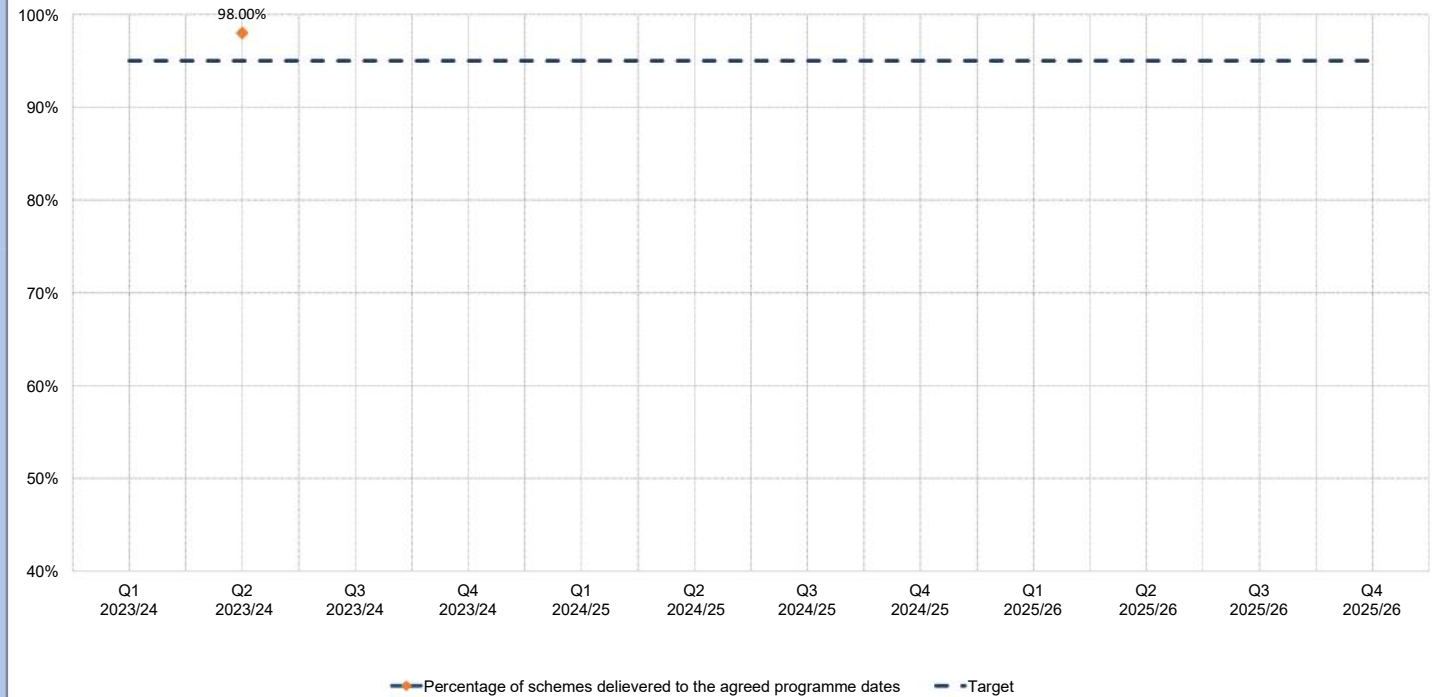
Amber – One of the measures are red and the other green.

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: 90% of baselined projects on time and on budget.

Useful Links**Cambridgeshire Performance****Commentary**

This KPI is based on active projects within Project Delivery that have been baselined and are in the centralised system (POWA). This includes 48 projects.

The KPI indicates 98% projects are within a 3% tolerance of their cost and time baselines.

There is currently only one project that is outside these tolerances. A separate confidential paper will be presented to committee with further details on the position of this specific project in due course.

Actions

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

[Return to Index](#)

January 2024

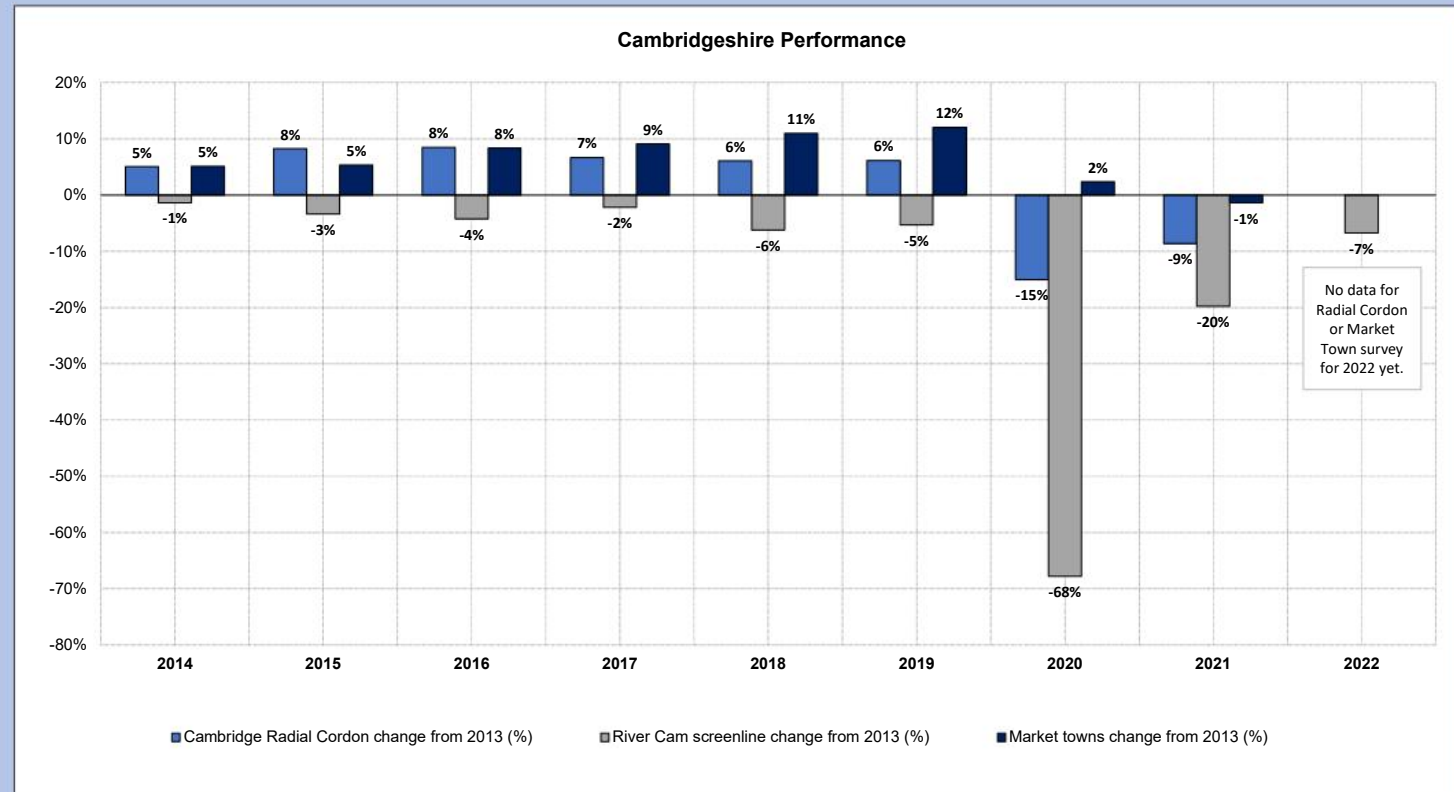
Target	Direction for Improvement	Current Year (2021)	Previous Year (2020)	Change in Performance
Contextual	↓	-9.9%	-26.8%	Declining
RAG Rating				
Contextual				

Indicator Description

This indicator considers traffic volumes 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. Indicator percentages above are based on the last full year of data, in this case the 'current year' is 2021 and the 'previous year' is 2020.



Commentary

Cambridge Radial: This survey monitors the number of motor vehicles entering and leaving Cambridge in a 12 hour day (7am to 7pm). The survey is usually undertaken in October.

River Cam Screenline: This survey monitors the number of motor vehicles every 12 hour day (7am to 7pm) across the River Cam screenline. The survey is usually undertaken in April.

Market Town Survey: This survey monitors the number of motor vehicles that pass through Cambridgeshire market towns in a 12 hour day (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.

Whilst traffic volumes remained fairly stable between 2014 and 2019, a distinct decrease can be seen in 2020 in all surveys, likely attributable to the impacts of the COVID-19 pandemic. 2021 traffic flow volumes increased for the Radial Cordon Survey and the River Cam Screenline Survey but the Market Towns survey continued to decrease from the 2014 baseline. **Can we provide a map for counting points and cordons?**

Useful Links

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

Actions

Place and Sustainability Risk Register

Highways and Transport Committee

Meeting Date: 23 January 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Executive Summary: This report provides an update on the approach adopted by the Place and Sustainability Directorate with regards to the management of 'Risk' within its Services, it includes details of relevant risks for this committee, and explains the link to the Corporate Risk Register. The committee is asked to consider the report, and comment on any of the risks identified, or areas of concerns that you would want the Directorate to consider that are not reflected on the register.

Recommendation: The committee is asked to:

Note the update from the Place and Sustainability Directorate.

Officer contact:

Name: Peter Gell
Post: Service Director Regulatory Services
Email: Peter.gell@cambridgeshire.gov.uk
Tel: 07920 160701

1. Alignment with ambitions

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

The management of risks identified in this report relate to service delivery that contributes to achieving this ambition.

1.2 Travel across the county is safer and more environmentally sustainable.

The management of risks identified in this report relate to service delivery that contributes to achieving this ambition.

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

The management of risks identified in this report relate to service delivery that contributes to achieving this ambition.

2. Background

2.1 Cambridgeshire County Council is committed to effective risk management arrangements as a means of supporting the achievement of the council's strategic framework and ambitions. Risk management is a fundamental element of the council's Code of Corporate Governance. The approach enhances the organisation's strategic planning, prioritisation, supports it in achieving its objectives and strengthens its ability to be agile in response to future challenges.

2.2 The council's Risk Management Policy in conjunction with the Risk Management Toolkit aims to:

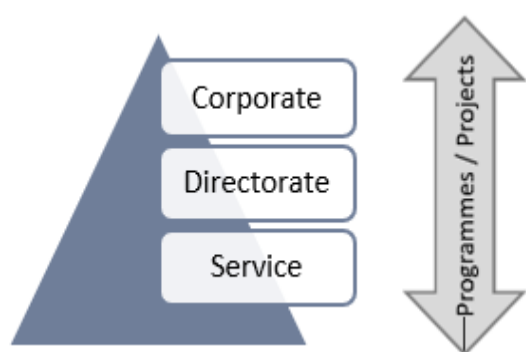
- Outline the approach to risk management, including the identification, assessment, monitoring, and mitigation of risk.
- Ensure that good practice in risk management is embedded across the council throughout 'business as usual' policies, procedures, and activity.
- Help council staff understand the key principles of effective risk management and risk management roles and responsibilities across the organisation.
- Establish the council's corporate risk appetite and guide staff in managing risk in a consistent and proportionate way.
- Outline a clear corporate escalation process for new and emerging risks.
- Signpost officers to further detailed guidance and support on risk management.

2.3 The objective of the Policy is to define a systematic corporate approach to risk management, which ensures that risks are identified and managed on a timely basis and in a proportionate manner.

- 2.4 The Chief Executive and the Corporate Leadership Team (CLT) are accountable for the effective management of risk within the council.
- 2.5 The council has defined risk as “**an uncertain event which, should it occur, will have an effect on the achievement of objectives.**” Risk management is the process by which the council seeks to:
- Identify risks it may face.
 - Assess the severity and likelihood of these risks, to prioritise them.
 - Identify proportionate actions to minimise, monitor and control risk (or to maximise opportunities)
- 2.6 In assessing risk, the council uses a risk scoring matrix, in which the likelihood and the consequences of an event are considered. This matrix ensures officers across the council can take a consistent approach to assessing risks. Risk scores are calculated using the matrix by scoring both the likelihood and potential impact of the risk on scales of 1-5 and multiplying those figures to determine the risk score. Scores result in risks that are classified low, medium, or high. Scores between 1-4 are classified as low risk, scores between 5-15 as medium risks, and 16-20 as high risks.
- 2.7 Actions to mitigate risks are applied and the residual risk determined in the same way as the initial risk score. The purpose of mitigations is to stop risks escalating in severity, and to reduce the risk level where possible.
- 2.8 The matrix reflects the council's risk appetite. The risk appetite is the amount of risk the council is willing to take in pursuit of its objectives. Over time the council's risk appetite can change depending on ambitions, priorities, and the environment in which the council operates. By ranking risks as low, medium, and high the council can ensure that resources are aligned to more tightly controlling the highest risk matters. The council has defined its maximum risk appetite as not accepting a residual risk score of 16 or more unless actions are planned to reduce the score to below this level on a timely basis. In exceptional circumstances, the Strategy and Resources Committee can approve a residual risk more than the risk appetite if it is agreed that it is impractical or impossible to reduce the risk level below 16.
- 2.9 Managing risks well brings the following benefits:
- **Transparency** within the organisation regarding key risks.
 - **Consensus** about the main risks in various parts of the organisation.
 - **Confidence** that key risks are recognised and are being managed.
 - **Clarity and focus** with regards to the resource allocation associated with risk.
 - **Ability to be able to take more risk** and exploit opportunities because they are understood and managed.
 - **Raises performance** and as a result is a key part of the council's performance management approach.

- 2.10 As can be seen from the diagram below risk is recorded, monitored, and managed at 3 levels, Service, Directorate, and Corporate. Most risks are service level risks which are owned by an appropriate person, usually a manager or head of service, with specialist knowledge of the subject. Directorate level risks capture more significant risks, these being ones that could threaten the day-to-day operational activities within each Directorate and are owned by Executive Directors and their management teams. The most significant risks, referred to as corporate risks are monitored by the Corporate Leadership Team, and are those that could threaten the council's operations as a whole. Programme and Project risks can exist at any level. Risks can move between the levels to reflect changes in circumstances, become closed, or become issues, should the risk become realised.

Diagram showing Risk Tiers



- 2.11 It should be noted that some risks are outside of the authority's control; this is especially true in a Local Government setting where statutory requirements need to be fulfilled. Whilst it is accepted that it may not be possible to prevent such risks occurring, it is expected that contingency plans and strategies are put in place to minimise and plan for any impact.
- 2.12 Directorate Risk Registers should be reported to the relevant Committee at least every six months, and more frequently if there is a significant change in risk profile. The Corporate Risk Register will be reported to Strategy & Resources Committee and Audit & Accounts Committee on at least a six-monthly basis, or more frequently to reflect any significant changes in the corporate risk profile. This report therefore presents the risks for the place and sustainability directorate to this committee.

3. Main Issues

3.1 Place and Sustainability Approach

- 3.1.1 Place and Sustainability recognise that risk management is everyone's responsibility and effective management requires all staff to play their part whether that being to highlight risk, monitor, mitigate, or plan where possible to avoid it in the first place.
- 3.1.2 Good governance in respect of risk management is something that the Directorate acknowledges is a necessity rather than a desirable requirement, and as such ensures the subject receives sufficient focus. The Directorate Management Team (DMT) review the risk register monthly, with a full formal risk review undertaken quarterly. Managers can update the register and raise any concerns as necessary in the interim period between reviews at any DMT meeting. The register is now seen as a working document which is better

equipped to address emerging, current, and escalating risks, in a timely and effective manner.

- 3.1.3 There is an escalation process to enable risks managed at Directorate level to be escalated to CLT, and a proforma in place to allow managers to highlight and escalate such risks has been developed. (Appendix B)
- 3.1.4 Services within the Place and Sustainability Directorate adopt the same risk approach and escalate risks as necessary to DMT to manage at a Directorate level (Appendix A).
- 3.1.5 The Directorate Risk Register is now planned to be reported to this Committee on a six-month basis or more frequently to reflect any significant changes in the corporate risk profile.
- 3.1.6 During monthly reviews the key focus is on the following areas: high risks, new risks, escalating risks, any risks that have become issues, and consideration of whether any risks need escalating to the Corporate Risk Register.
- 3.1.7 As a result of extensive experience with the Directorate in running programmes and projects there is already a significant amount of expertise in managing risk, and consequently a risk management culture is already embedded.
- 3.1.8 The Place and Sustainability Risk Register pulls together key risks from across the whole Directorate. Many of the risks on the register are generic across services, while others are significant enough on their own to appear on this register as against appearing on the relevant Service Risk Register alone. The Risk Register attached as Appendix B includes generic risks across the Directorate and those others relevant to this committee.
- 3.1.9 As part of the Directorate's approach to risk management officers will make the link in reports coming before Committee where appropriate to any risks on the register relevant to the subject matter in the report, the level of risk, and how they are being mitigated. This transparency will help provide confidence to Members that risks are being continually managed.
- 3.1.10 It is anticipated moving forward that risk management will be included as part of future performance reports once a corporate template has been developed.

4. Alternative Options Considered

N/A

5. Conclusion and Recommendations

5.1 The management of risk is imbedded as a core activity within the Place and Sustainability Directorate, helping to ensure risks are mitigated, strategic vision priorities can be achieved, challenges overcome, and opportunities maximised.

5.2 Having considered the report, Committee is asked to note its contents.

6. Significant Implications

6.1 Financial Implications

There are no resources or financial implications resulting from this proposal.

6.2 Legal Implications

There are no legal implications resulting from this proposal.

6.3 Risk Implications

There are no significant risks arising from proposals in this report.

6.4 Equality and Diversity Implications

There are no significant implications resulting from the proposal in this information report.

6.5 Climate Change and Environment Implications

Not applicable.

Area	Officer	Sign off confirmed
Mandatory Sign offs (these are required for every report)		
Executive Director for: Place and Sustainability	Frank Jordan	07/12/2023
Finance	Sarah Heywood	
Legal	N/A	Agreed Emma Duncan 01/12/2023

Risk	Frank Jordan	07/12/2023
Equality and Diversity	(Information only report)	N/A Confirmed Faye McCarthy 11/12/2023
Corporate Clearance Group	Stephen Moir Michael Hudson Emma Duncan	N/A Confirmed Emma Duncan 11/12/2023
Climate Change and Environment	N/A	
Procurement	N/A	
Public Health	N/A	
Resources (Assets, IT, & HR)	N/A	
Communications	Christine Birchall	

7. Source Documents

7.1 Code of Corporate Governance

[Code of Corporate Governance 2022-23 \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/corporate-governance)

Risk Management Policy

[CCC Risk Management Policy \(sharepoint.com\)](#)

Risk Management Toolkit

[CCC Risk Management Toolkit 2023.pdf \(sharepoint.com\)](#)

Risk Escalation Form P&S

Description of Risk	Risk Owner	Area	Likelihood	Impact	Severity	Reason for Escalation/Potential Consequences
<i>Please describe the risk, in detail. Can be pro-populated from area risk register</i>	<i>Name of person escalating</i>	<i>Which area in P&S does the risk relate to</i>				<i>Outline why you have escalated the risk e.g. high score, financial risk etc</i>

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Level	Next steps
<i>Who are you escalating to? DMT/ED/CLT</i>	<i>To be completed by after DMT discussion</i>

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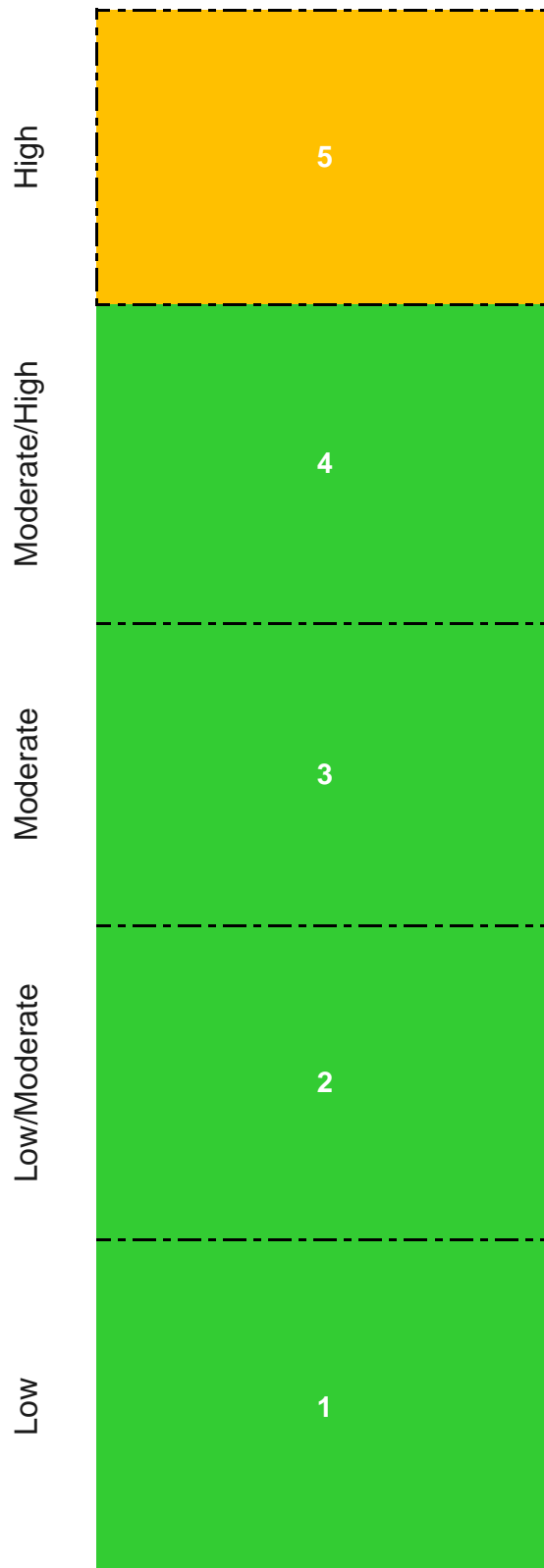
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SEVERITY

RISK MATRIX



Low

10	15
8	12
6	9
4	6
2	3

Low/Moderate

Moderate

LIKELIHOOD

20	25
16	20
12	15
8	10
4	5

Moderate/High

High

RISK TABLES

Level		Likelihood
1	Low	Is unlikely to occur in normal circumstances
2	Moderate	Likely to occur in some circumstances or at some time
3	High	Is likely to occur at some time in normal circumstances

1 - 4	Low
5 - 15	Moderate
16 - 25	High

Severity

Unlikely to threaten overall project outcome. Minor and non-permanent damages

May impact overall project. Can cause permanent damages in some cases and cost of rectification in others

Can cause significant impact to overall project, or result in complete termination. Will cause permanent and irreparable damages

CCC Place & Sustainability Risk Register

Area	Description of Risk	Potential Consequence	Status	Likelihood	Impact	Severity	Control Measures/Mitigation	Assurance	Res Likelihood	Res Impact	Res Severity
Staff Capacity	Unable to recruit and retain staff with the right skills, experience, and qualifications to undertake service responsibilities, projects and statutory duties.	Failure to deliver statutory duties, reduced ability to meet 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.	LIVE	3	4	12	Highlighting the Culture, Values and Behaviours of the County Council. Highlighting the benefits offered by the council including salary, flexibility, and wellbeing support. Embedding a positive workplace culture for all staff which is based on effective management. Implementing opportunities to attract and retain skills e.g. through apprenticeships, secondment and experience working in other areas. Undertaking a review of those exiting the organisation to capture lessons learnt. Carry out market analysis of private and public sector salaries. Provision of development and training opportunities. Undertaking recruitment and marketing campaigns. Project Management Office supporting programme delivery.	Directorate performance scorecard to monitor vacancy rates, use of agency and interim staff, and turnover rates on a monthly basis.	2	4	8
Staff Capacity	Additional pressures caused by high levels of absence and turnover.	Unable to meet statutory requirements and obligations due to absence levels. Lack of ability to generate revenue to meet budget requirements due to lack of resource. Loss of continuity, resourcing and succession planning. Failure to meet service demand resulting from growth and/or new legislative responsibilities.	LIVE	4	4	16	Health and safety and wellbeing considered at all management team meetings, and is encouraged to be a standing item on 1-1 and our conversation meetings. Staff provided advice and given access to support through employee assistance schemes as required. Management of Health and Safety for all staff working across the directorate. Staff to undertake essential learning in relation to health and safety.	Directorate performance scorecard to monitor staff absence rates and reasons, health and safety incidences and near misses. Essential learning rates monitored through the performance review.	3	4	12
P&S Project Delivery - Capital Programme	Projects fail to be delivered in accordance with their requirements.	Projects do not meet expected outcomes and/or stakeholders are unhappy with project outcome. Project costs exceed budget and/or expected savings are not achieved or managed effectively. Failure to manage future demand.	LIVE	3	4	12	Projects are managed and provide accurate cost reporting and early escalations (when required), using appropriate systems. Robust project and programme risk management in place. Full compliance of project management principles across Project Delivery. Project and Programme Boards in place.	This is established through Project Boards, monthly project highlight reports and programme management software. Commercial team assures all stages of project lifecycles and contract management stages. Ongoing development plans to achieve continuous improvement include integration of lessons learned, budget control functions and project management tools. Accurate reports in live time can be run to provide programme, risk, cost and resource information- and performance managed and reported via Key Performance Indicators (KPI's) Continuous development of digital by default practices, and compliance checks.	2	4	8

Procurement & Contracts	Failure to effectively procure necessary contracts to meet Service needs. Failure to procure contracts compliantly.	Inability of projects to deliver their objectives, and meet time and financial constraints due to failure of contractual arrangements. Contracts failure to meet corporate and legislative procurement rules and requirements. Disruption or unable to provide service delivery due to lack of third-party contracted providers. Contracts do not provide best value due to a lack of a robust procurement exercise. Reputational damage to services. Inability to change contract terms which are damaging. Unable to achieve value for money	LIVE	3	4	12	Contract risk management is understood and practiced, and a contracts register in place. Commercial management is controlled and assured through the lifecycle of commissions. Quality control is constantly tested across a sample of contract outcomes. Procurements follow the corporate procurement policy and checks ensure compliance. All staff engaged in contract work undergo mandatory training.	Contract management system in place. Risks are managed through the contract Early Warning register on all frameworks and contracts. A Commercial team provides support to improve assurance at all stages of contract management and commissions. Procurement champion for the directorate appointed and is working with the Procurement Team on the contract register and communications/learning Directorate wide. Reviews are in place to test and challenge Value for Money, scopes and commercials. Procurement Officers assigned to support key procurements. Contracts register regularly reviewed at DMT.	2	3	6
Road Safety	Failure to investigate causes of collisions - Insufficient funding/resources to deliver road safety schemes.	Harm to Road Users. Reputational damage to the Council. Civil/Criminal action against the Council.	LIVE	4	4	16	Member of the Cambridge and Peterborough Road Safety Partnership. Maintenance of Highway in line with Operational Standards Busway Safety inspections and maintenance regime. Road Safety Strategy and robust monitoring of the strategy.	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.	3	4	12
Adverse Weather	Adverse weather conditions either result in damage to maintained highway network and infrastructure and/or private property.	Excessive wet, cold or windy weather results in damage to structures and highway network resulting in significant demand and associated cost for remedial works. 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. Adverse weather can impact on public transport and traffic flows creating increased congestion.	LIVE	4	4	16	Contingency plans are in place for foreseeable adverse weather events helping ensure their effective handling. DMT work collaboratively to add resilience for such events and to develop future capacity . Action plan for development of Highways Emergency weather Response being developed further based on learning from recent events. Support packages developed for communities to help address the immediate issues but also the longer term flood prevention work. Effective maintenance in place including drainage and water management. Undertake full debriefing and lessons learnt from each incident	DMT review contingency arrangements along with the Corporate Resilience Team.	3	4	12
Partnerships	A key partnership agreement and/or arrangement fails having a direct impact on the council's ability to effectively provide services and or deliver on future commitments.	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.	LIVE	3	4	12	Contracts and agreements are entered into compliance with corporate governance and/or procurement/financial rules as appropriate. Default situations and mitigations considered when forming contracts and arrangements. Identified officers have responsibility for monitoring, addressing, and flagging partnership performance issues. Mapping of key partnerships for the directorate undertaken with actions around lead officers, objectives and management arrangements.	Partnership concerns are escalated to DMT to ennsure oversight and their effective handling. Performance against key indicators monitored, with interventions implemented where necessary to address issues.	2	4	8
Health and Safety	Health and Safety (H&S) failings result in injury and or death to staff and/or persons the council has responsibility for in the provision of its services and duties.	Failings lead to injury and or/death of staff or persons the council has responsibility for. 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. The impact on injured parties, friends, family and colleagues can be significant.	LIVE	2	4	8	H&S risk assessments in place, and an assurance audit being undertaken. H&S on agenda at team meetings. Data monitored through scorecard including near misses. Staff required to complete essential learning on H&S.	H&S is monitored using the directorate performance scorecard. Annual review of health and safety risk assessments takes place. Review also considers all areas where an assessment is required to ensure one is in place.	1	4	4

Statutory Highways Duty to Maintain the Highway	<p>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.</p> <p>Risk is further exacerbated by the number of soil affected roads in Cambridgeshire.</p>	Death or injury to the travelling public; increase in successful third party claims as a result of poorly maintained highways infrastructure. Resultant reputational damage for the Service, Department and Council. Resultant financial implications of claims payouts, increased insurance premiums, requirement to meet directives and requirements of coroners inquests.	Live	4	3	12	<p>Operate to and within Highways Operational Standards. Operate robust recorded processes for all safety maintenance. Review intervention levels regularly. Monitor network decline and make the case for adequate funding.</p> <p>Identify and mitigate the risks associated with soil affected roads in the short, medium and long term, whilst lobbying for longer-term funding with Government and other key stakeholders.</p>	Annual review of Highways Operational Standards. Review of third party claims and inquest results. Monitor wider risk cases across industry. Monitoring of performance information in directorate scorecard on inspection, reporting and maintenance measures.	3	3	9
Claims and Disputes	Failure in service delivery and or dissatisfaction with services	Compensation claim made against the council. Criminal action undertaken by a regulator for breaches i.e. health and safety. Judicial Review instigated to challenge council actions.	Live	3	4	12	<p>Effective planning and advice taken in governance and decision making. Effective record keeping and management of all decisions. Effective forward planning of key decisions for the Directorate</p> <p>Monitoring and reporting arrangements identify issues early on to allow interventions to mitigate risk. Robust service delivery arrangements provide safeguards at the outset.</p>	Concerns flagged during 1-1 meetings and DMT to provide early opportunity to mitigate emerging issues and to ensure adequate governance and monitoring is in place to prevent escalation.	2	3	6
Financial	Delivery of a balanced budget and demonstrating value for money	The Council is unable to achieve required savings and or income and consequently fails to meet statutory responsibilities or budget targets. Need for reactive in-year savings. Adverse effect on delivery of outcomes for communities. Cost of schemes increases leading to insufficient budgets for scheme delivery.	Live	4	5	20	<p>Robust service and business planning. DMT to regularly review the savings tracker and finance performance report, ensuring that capital and revenue forecasts are kept up to date. Rigorous risk and performance management discipline embedded in all transformation programmes/projects, with an escalation process to DMT/ Programme or Project Boards. These provide transparency, issues being escalated for prompt resolution. Ensuring everyone has access to savings tracker and there is a process in place for management purposes.</p>	Service planning meetings held with management teams to cascade priorities. Regular reporting of performance against KPIs. Regular reviews at DMT finance meetings. Finance Business Partner to provide clarity and understanding of financial position monthly. Continually review project budgets against cost pressures. Issues to be raised as early as possible at DMT finance meetings and/or with Finance Business Partner. Opportunities to raise revenue to always be considered.	3	5	15
Reputation of the County Council	A negative County Council reputation, reducing community and wider support, compromising our ability to make and implement effective decisions.	<p>Failure to maintain effective relationships with Councillors and Town & Parish Councils.</p> <p>Uncertainties on delivery of works programmes and feedback to communities.</p> <p>Media pressures.</p> <p>Risk to operative working on our network due to frustration and negative public opinion.</p> <p>A loss of public trust, reducing County ability to make</p>	Live	4	4	16	<p>Highway Service transformation proposals.</p> <p>Review of current systems.</p> <p>Customer survey(s) to understand the County reputation in more detail.</p> <p>Clarity on strategies and pipelines to ensure clear expectations</p> <p>Local Highway Officer team strengthened, increased management.</p> <p>New Asset Management System in procurement phase.</p> <p>Proactive communications to keep the public informed.</p> <p>CVC & Leader engagement, bite size briefings, casework</p> <p>Support Cambridgeshire Highways approach to combatting contract risks such as safety of operative through proactive communications.</p>	Reliance on successful implementation of Highways Asset management System and transformation work across H&T. Resource pressures impacting on ability to provide effective communications both proactively and reactively.	2	3	6

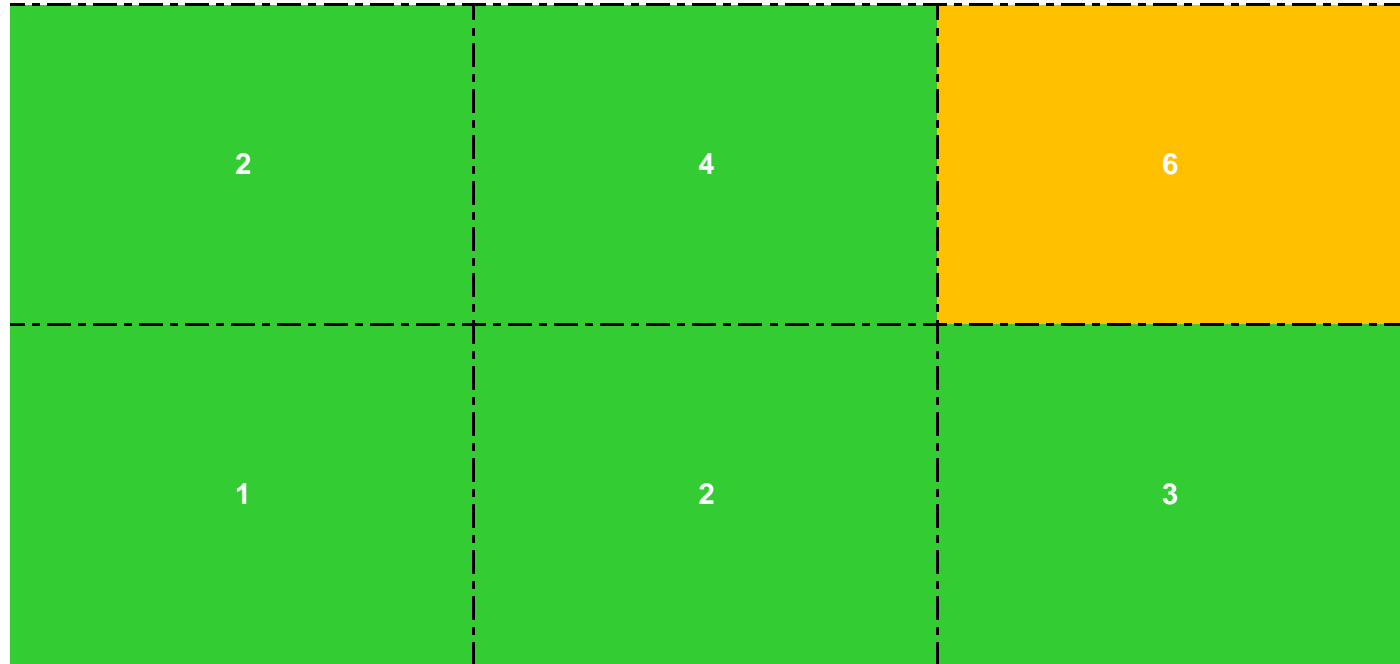
RISK MATRIX

High	5	10	15
Moderate/High	4	8	12
Moderate	3	6	9

S

Low/Moderate

Low



Low

Low/Moderate

Moderate

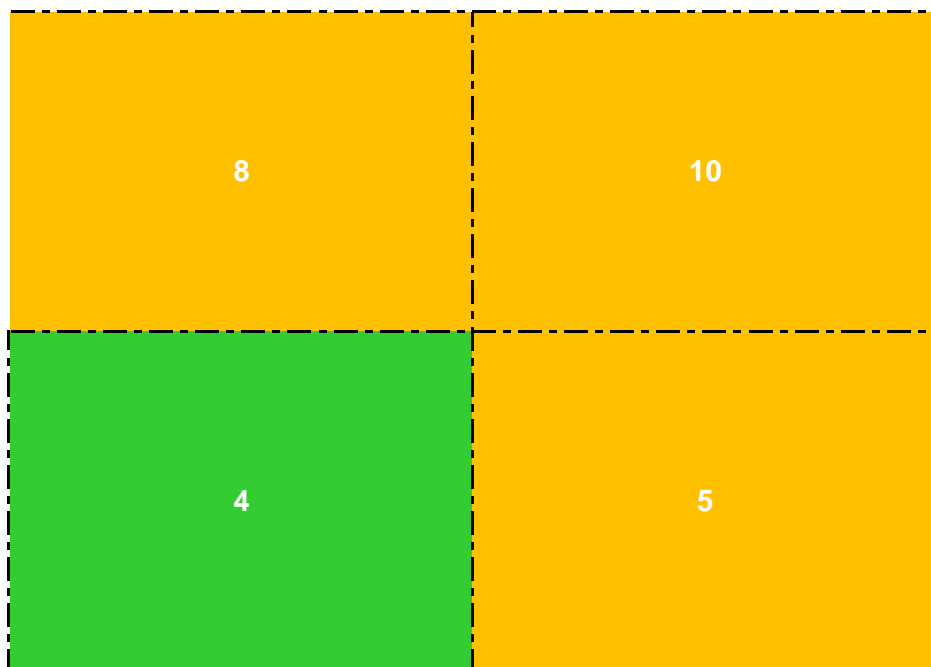
LIKELIHOOD

RISK TABLE

20	25
16	20
12	15

Level	
1	Low
2	Moderate
3	High

1 - 4	Low
5 - 15	Moderate



Moderate/High

High



S

Likelihood	Severity
Is unlikely to occur in normal circumstances	Unlikely to threaten overall project outcome. Minor and non-permanent damages
Likely to occur in some circumstances or at some time	May impact overall project. Can cause permanent damages in some cases and cost of rectification in others
Is likely to occur at some time in normal circumstances	Can cause significant impact to overall project, or result in complete termination. Will cause permanent and irreparable damages

Likelihood
1
2
3
4
5

Risk Status
LIVE
CLOSED
ISSUE
CHANGE CONTROL

Risk Owner
DMT
Executive Director
Assistant Director
Service Director

Area
Financial
Adverse weather
Staffing Capacity/Resilience
P&S Project Delivery
Statutory/Legislative
Procurement & Contracts
Health & Safety
Partnerships
Climate Change & Environment Strategy
Claims and Disputes
Change Management
Performance

Highways and Transport Policy and Service Committee Agenda Plan

Published on 2 January 2024

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
23/01/24	Soil Affected Roads - Update on progress and financial impacts	Jon Munslow	2024/022		
	Weed Spraying Policy - Review of policy change impacts and options for change	Jon Munslow	2024/021		
	Performance Report Q2	Richard Springbett	Not applicable		
	Place and Sustainability Risk Report	Peter Gell	Not applicable		
	Active Travel Maintenance Hierarchy - Adoption decision for Active Travel Maintenance Hierarchy	Jon Munslow	2024/020		
	Business Planning Proposals for 2024-29 opening update and review	Frank Jordan	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Capital Business Planning	Frank Jordan	Not applicable		
	Kings Dyke Dispute Confidential	David Mitchell	2024/018		
05/03/24	Finance Monitoring Report	Sarah Heywood	Not applicable	19/02/24	26/02/24
	Pavement Parking Pilot	David Allatt	Not applicable		
	Puddock Road Safety Scheme	David Mitchell	2024/028		
	Southern Busway Widening	David Mitchell	2024/029		
	BP Witchford Road Non Motorised User Crossing	Nicola Young	2024/030		
	Active Travel Toolkit	Prajina Baisyet	Not applicable		
	Highways Maintenance Capital Programme	Mike Atkins	2024/043		
	EV Charging Pilot Proposal	Sarah Hatcher	Not applicable		
	Highways and Transport Performance Report – Q3	Richard Springbett	Not applicable		
	Integrated Transport Block Funding	Cat Rutangye	2024/016		
[30/04/24]	<i>Reserve Date</i>				
02/07/24	Residents Parking Policy	Nicola Gardner	2024/019		

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

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

To be added:

Highways and Transport Performance Report Q4 – June 2024

Highways and Transport Performance Report Q1 – September 2024
Highways and Transport Performance Report Q2 – December 2024
Highways and Transport Performance Report Q3 – January – 2025
Highways and Transport Performance Report A4 – June - 2025

